

# Latitude 38

VOLUME 77, NOVEMBER 1983

CIRCULATION: 33,000



5 OPENINGS



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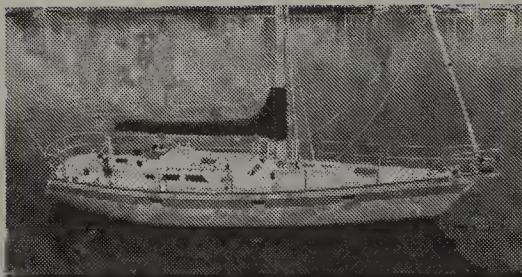
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**Sabre 38**

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**Cal 35**

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**O'Day 34**

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# The Twilight Zone at Warp Speed

Witness, if you will, a Merit 25 for sale after three years of racing in Southern California.

Enter one Paul Kamen who decided, after sailing Cal Sailing Club's vast fleet of boats and crewing in the IOR division, that one-design racing would offer a new challenge.

So Paul brought the Merit to San Francisco Bay, painted "Twilight Zone" on the side and began to race SYRA. By halfway through the season, "Twilight Zone" was just one point out of first place. There is no substitute for good tactics and boat handling, but the tired Southern California sails were definitely holding him back. Paul came to Richards and van Heeckeren for help.

We took a long look at the Merit's inventory and determined that the first sail to replace was the 100% jib. We built a new 'warp knit' sail and spent some time showing "Twilight Zone's" crew how to use their lead adjustments and barber haulers to get the most out of their new sail. The result was upwind speed in a blow that can only be described as... 'out of this world.'

With only a few races left in the series, "Twilight Zone" had established a narrow lead. But downwind speed was still a problem, so Paul ordered a new Pineapple spinnaker. It had the wide shoulders and easy trimming characteristics that have always distinguished Pineapple spinnakers. With their new sail, Paul and his crew were able to beat the competition in a critical race and win their first SYRA championship.

Call today for a down-to-earth quote on extraordinary sails!

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Sails in need of repair may be dropped off at: Svendsen's in Alameda  
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Rich Adams



TWILIGHT ZONE\*

**M**ERIT 25

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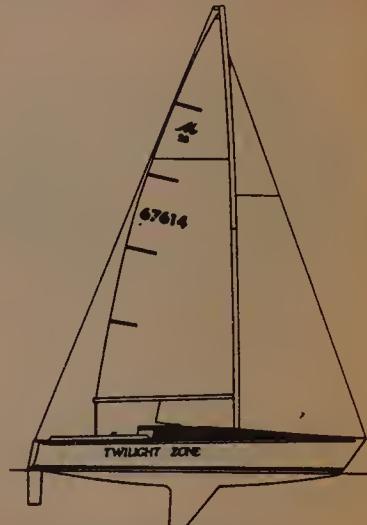
PHOTO: ED SHIRK



*"After a year of racing, cruising, and daysailing, there is almost nothing about the Merit 25 that I would change. The boat is as well suited to surfing to San Diego at 15 knots as it is to spending the weekend at Angel Island. For my purposes, the Merit 25 is an excellent balance of performance, accomodations, and aesthetics."*

Paul Kamen

**Paul Kamen  
1983 SYRA Merit 25 Champion**



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## **SELLING OR CHANGING BOATS?**



The Stanford University Sailing Program is seeking power and sail boats (over 20-feet) for its instructional, recreational and competitive programs.

The DONATION or bargain sale of your boat is fully TAX DEDUCTIBLE and can provide immediate cash for you. While some boats can be used by our 1,000 eager sailors, others will be sold to build our planned year-round open-water sailing facility.

All donations will be handled in a timely and efficient fashion. You will be surprised how attractive donating your boat to Stanford can be.

*For More Information Please Contact:*

**Joe Petrucci — Director of Sailing  
(415) 497-9494**

Marine Development Office  
Roble Gymnasium, Stanford University  
Stanford, California 94305



# SELECTED BROKERAGE

# FARR 10<sup>20</sup>

THESE YACHTS ARE AT OUR DOCKS

|                                      |         |
|--------------------------------------|---------|
| 20' Cal, '66.....                    | \$4,750 |
| 20' Flicka, '81.....                 | 29,900  |
| 21' Custom sloop, '63.....           | 3,800   |
| 21' Islander, '65.....               | 4,500   |
| 22' Venture, '71.....                | 4,500   |
| 22' Tanzer, '72.....                 | 6,500   |
| 22' O'Day w/trlr, '72/73.....        | 6,500   |
| 22' Columbia, '68.....               | 6,500   |
| 23' Ranger, '76.....                 | 14,000  |
| 23' O'Day w/trlr, '78.....           | 17,000  |
| 24' Islander Bahama w/trlr, '69..... | 8,500   |
| 24' Nightingale, '76.....            | 16,500  |
| 24' Custom sloop, '40, wood.....     | 3,950   |
| 24' Yankee Dolphin, '71.....         | 14,950  |
| 24' Wylie Wabbit w/trlr, '82.....    | 9,000   |
| 24' Emerson, '50, wood.....          | 3,950   |
| 24' Venture, '71.....                | 4,900   |
| 25' Cal 2-25, '80.....               | 25,500  |
| 25' Coronado, '66.....               | 7,150   |
| 25' Coronado, '67.....               | 7,900   |
| 25' Golden Gate, '39, wood.....      | 4,500   |
| 26' Columbia MKII, '70.....          | 11,900  |
| 26' Dawson, '77.....                 | 18,500  |
| 26' S-2, '78.....                    | 17,000  |
| 27' Cal 2-27, '76.....               | 26,450  |
| 27' Cal 2-27 w/trlr, '78.....        | 25,000  |
| 27' Catalina, '82.....               | 23,495  |
| 27' Catalina, '71.....               | 15,850  |
| 27' Ericson, '76.....                | 23,750  |
| 27' US, '83.....                     | 32,000  |
| 27' Newport, '76.....                | 18,500  |
| 27' Santa Cruz w/trlr, '74.....      | 20,000  |
| 27' Cheoy Lee OS, '64.....           | 24,000  |
| 28' Islander, '81.....               | 41,950  |
| 28' Hawkfarm, '76.....               | 26,000  |
| 28' Spirit, '79.....                 | 36,500  |
| 29' Cal, '74.....                    | 29,500  |
| 30' Islander MKII, '71.....          | 26,500  |
| 30' Pearson, '78.....                | 34,950  |
| 31' Pearson, '78.....                | 44,950  |
| 32' Marieholm, '74.....              | 44,500  |
| 32' Targa, '78.....                  | 51,000  |
| 32' Vanguard, '63.....               | 32,500  |
| 35' Fuji, '75.....                   | 79,500  |
| 36' S-2 (aft c'pit), '79.....        | 67,500  |
| 36' Columbia, '69.....               | 57,500  |
| 36' Columbia, '70.....               | 45,000  |
| 38' C&C, '79.....                    | 87,000  |
| 39' Cal, '71.....                    | 76,500  |
| 40' Valiant, '77.....                | 129,500 |
| 40' Mariner, '68.....                | 90,000  |
| 44' Concept, NEW.....                | 100,000 |

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# *Who should consider the tax shelter advantages of a yacht?*

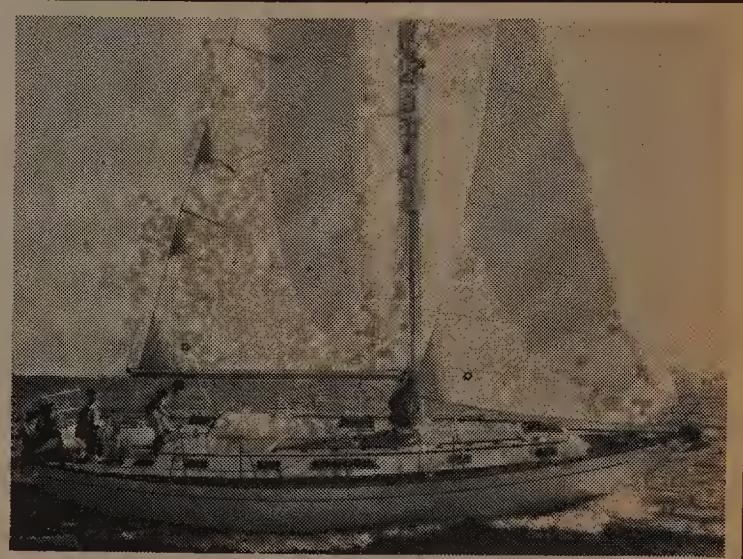
Those of you who:  want to own a sailing yacht  don't have enough time to spend sailing  pay too much in taxes and need income shelter.

## *What are the advantages?*

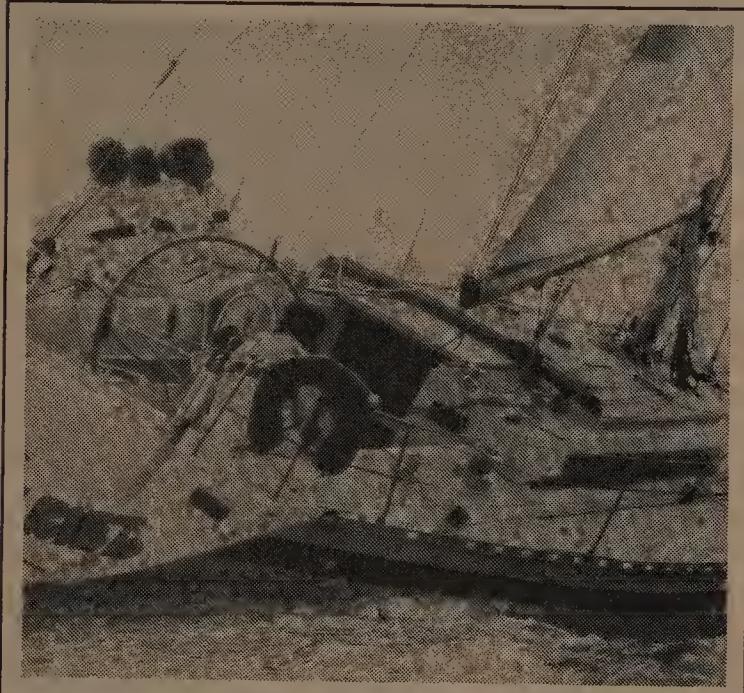
**PERSONAL:** Use your yacht for personal sailing two weeks during the year. Days used for maintenance and checking out your investment don't count towards your personal time and are allowed by the IRS.

A professional charter company, with your interests in mind, looks after your investment for the rest of the year.

**TAX:** You receive: 10% investment tax credit, sales tax payment options, operating expenses deduction and depreciation over 5 years.



PASSPORT 40



BENETEAU 38

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- low maintenance exteriors and interiors.
- the right sized gear to do the job.
- total service and product integrity.

## *Where do I find this yacht?*

At PASSAGE YACHTS! Our professionals can answer all your questions. Only 2 Passports and 1 Beneteau are available for end of the year delivery. If you've been looking for a fine yacht and/or are looking for tax savings, call any of us at PASSAGE YACHTS—Debbie Reynolds, Ben Oldham, Jack Woida, Ed Milano—today!

*Wouldn't you like to go sailing in your shelter?*



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# CONTENTS

|     |                       |
|-----|-----------------------|
| 9   | subscription          |
| 35  | calendar              |
| 43  | letters               |
| 83  | loose lips            |
| 94  | sightings             |
| 112 | avalonization of cabo |
| 116 | marine fleas          |
| 118 | chichester            |
| 122 | sun                   |
| 126 | santana 22            |
| 130 | restaurants           |
| 134 | m.m. concourse        |
| 137 | emery cove            |
| 138 | stu williamson        |
| 142 | interview: peter leth |
| 151 | max ebb               |
| 154 | innocents aboard      |
| 159 | equatorial challenger |
| 162 | miller time           |
| 164 | odca                  |
| 168 | hda                   |
| 172 | asa                   |
| 174 | the racing sheet      |
| 180 | changes in latitudes  |
| 190 | classy classifieds    |
| 200 | advertiser's index    |
| 201 | brokerage             |

COVER PHOTOS: SHIMON VAN COLLIE

Migrating Knarrs

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| 23' RANGER, 1974, Race rigged .....                          | 12,850        |
| 23' RANGER, 1976, Cruised, very clean .....                  | 13,250        |
| 24' ISLANDER BAHAMA, 1968, Excel starter .....               | 6,000         |
| * 25' SANTANA 525, 1978, Race Equipped .....                 | 16,500        |
| * 25' O'DAY, 1978, Family Sailer .....                       | 17,500        |
| 26' PEARSON 26, 1975, Nice family cruiser .....              | 13,500        |
| 26' PEARSON ARIEL, 1966, Total refit + cruise gear .....     | 18,500        |
| * 27' ERICSON, 1978, Very clean, owner transfer .....        | 28,500        |
| * 27' SUN 27 PERRY, 1977, Design built in U.S., clean .....  | 23,000        |
| 27' CATALINA, 1973, Sharp, very clean, hard to find .....    | 17,500        |
| 27' CATALINA, 1971, Custom features .....                    | 17,000        |
| * 27' COLUMBIA, 1978, 8.3 inboard, very clean .....          | 28,500        |
| 27' SANTANA, 1972, Super shape, BEST BUY .....               | 15,500        |
| 27' C&C, 1981, Take over charter lease .....                 | 47,500        |
| 27' O'DAY, 1976 .....  | 22,500        |
| 27' ROYAL VIKING SLOOP, 1963, Wood Beauty .....              | 15,000        |
| 28' O'DAY 28, 1979, Wheel Steering, Diesel .....             | 32,500        |
| * 28' COLUMBIA 28, 1967, Good Cruiser, clean, inboard .....  | 13,750        |
| * 28' CAL, 1967, In our harbour, make offer .....            | 16,500        |
| * 28' ISLANDER, 1977, Race equipped .....                    | 34,000        |
| * 28' HAWKFARM, 1978, Reduced .....                          | 26,500        |
| * 29' CAL 2-29, 1975, Diesel, Wheel, Rl. Furling .....       | 31,750        |
| 30' HUNTER 30, 1975, Wheel, Diesel, like new .....           | 31,950        |
| * 30' CONTEST, 1970 .....                                    | 24,500        |
| * 30' NEWPORT MKII, 1977, Club Jib & Race Ready .....        | 37,500        |
| * 30' SANTANA, 1976, Diesel, New Paint, Loran .....          | 35,000        |
| * 30' CATALINA, 1979, Wheel, Rl. Furling, Dodger .....       | 36,000        |
| 30' ISLANDER MKII, 1971, Spin. Gear, Dodger .....            | 26,500        |
| * 31' CAL 31, 1979, Sharp with Good Gear .....               | 49,000        |
| 31' MARIAH 31', 1978, Blue water equip. ....                 | 68,000        |
| 32' VANGUARD, 1965, Proven Cruiser .....                     | 35,000        |
| 32' NANTUCKET CLIPPER, 1971, English Yard .....              | 46,500        |
| * 32' ISLANDER, 1977, Custom Features .....                  | 53,950        |
| 33' CHEOY LEE CLIPPER KETCH, 1979, Loaded .....              | 66,700        |
| 33' YAMAHA, 1979, As new .....                               | 51,000        |
| * 33' TARTEN 10, 1979 .....                                  | 37,000        |
| 34' PETERSON 34, 1980, Stiff Racer/Cruiser .....             | 69,950        |
| 35' FANTASIA, 1979, Cruise Ready .....                       | 84,000        |
| 35' ERICSON 35, 1976, Spinnaker Gear, Hull LPU .....         | 55,000        |
| 35' ERICSON 35, 1975, 7 sails, new interior .....            | 49,950        |
| 37' GULFSTAR 37, 1978, Cruise Equipped Tan Bark Sails .....  | 85,000        |
| 37' ENDEAVOUR, 1982, A beauty .....                          | 89,700        |
| 38' C&C, 1977, Race Ready, 18 bags, hydraulics, Asking ..... | 79,000        |
| * 39' CAL, 1971, Ocean Cruiser-Wind Vane .....               | 70,000/OFFERS |
| 39' "LOKI" Yawl, 1953, Total recondition .....               | 120,000       |
| 40' C&C, 1979, Perfect condition .....                       | 129,500       |
| 40' C&C 40, 1979, Custom Signet 4000, 10 Sails .....         | 105,000       |
| 40' KETTENBERG, 1961, Wood, South Pacific Veteran .....      | 45,000        |
| 40' CAL, 1966, Very well kept .....                          | 72,000        |
| 41' MORGAN, 1974, Outisland Absolutely BRISTOL .....         | 89,900        |
| * 42' PASSPORT 42, 1980, Perfect condition .....             | 127,000       |
| 43' PORTOBELLO KETCH, 1964 .....                             | 99,000        |
| 44' PETERSON 44, 1974 .....                                  | 117,500       |
| 45' CSTM NEW ZEALAND KETCH, 1974 .....                       | 135,000       |
| 46' MORGAN KETCH, 1979, Cruise equipped .....                | 179,000       |

\* Located at Brickyard Cove

ED MILANO, BROKER

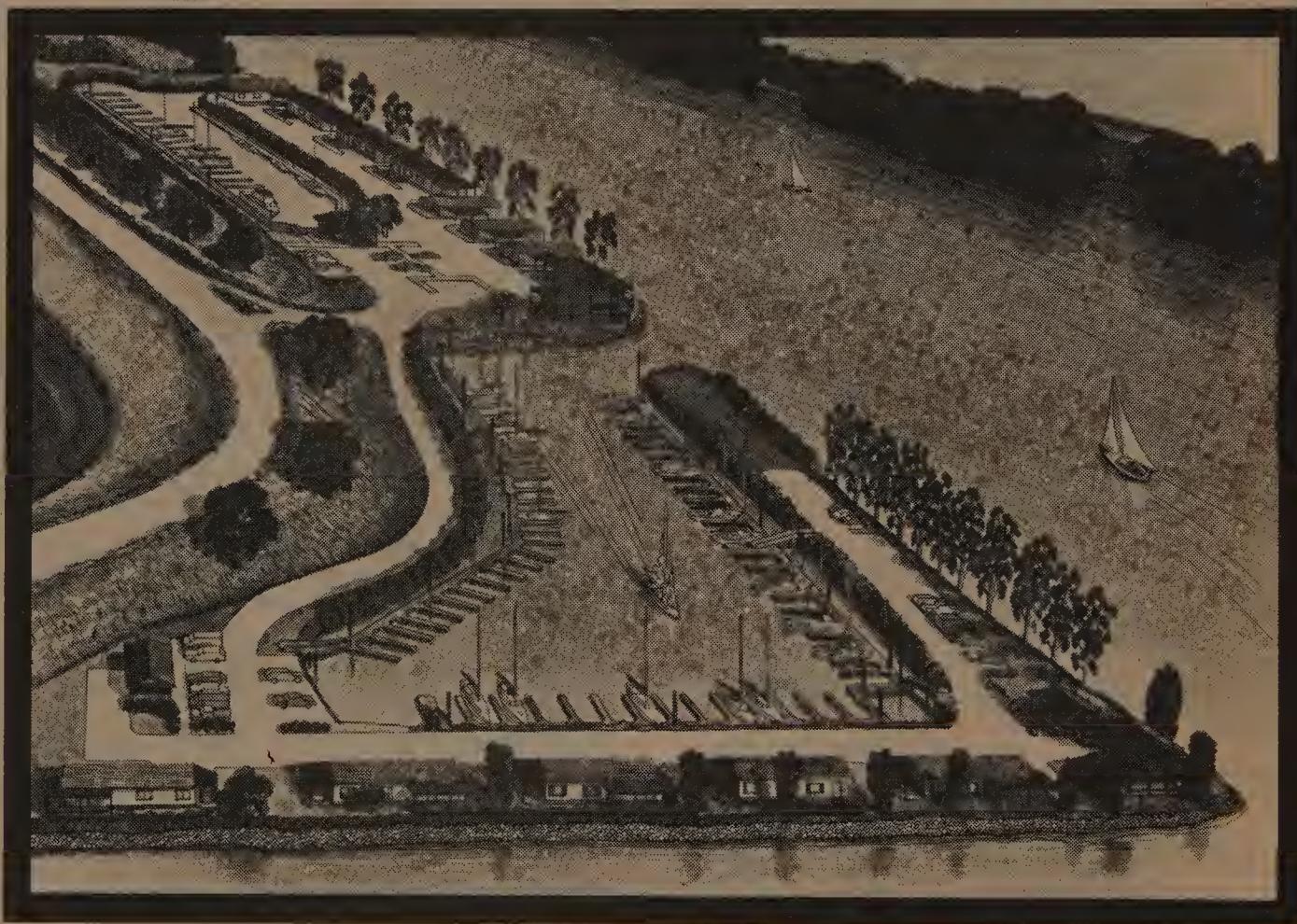
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## *Latitude 38*

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|                         |                    |
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## The Vindo

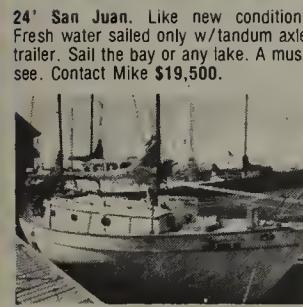
The Vindo 34 brings to us its Swedish Heritage of 50 years of master craftsmanship. This is truly a yacht for the yacht connoisseur. An exceptionally beautiful yacht, it features a unique varnished mahogany cabin exterior that gives each boat the "Vindo" identity. The high quality of craftsmanship has traditionally guaranteed its owner a good second hand value and a great investment. Each Vindo is built to live many, many years.

The Vindo 34 has three separate cabins with standing height of 6'3" throughout, an excellent galley area, and roomy storage lockers, offering great family accommodations.

Call us at Cruising World Yachts for more information on this classic yacht.

### SAIL BROKERAGE LIST

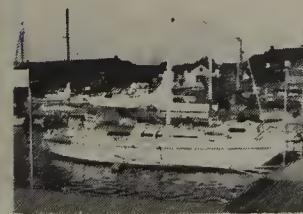
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|--------------------------------|-------------|
| 20' Marieholm                  | 10,950      |
| 22' Santana                    | 5,950       |
| 22' Pyramid 660                | 6,950       |
| 24' Farr 7-27                  | 14,500      |
| 24' Moore w/trailer            | 16,500      |
| 24' San Juan w/trailer         | 19,500      |
| 25' Bahama                     | 10,900      |
| 25' Ericson w/trailer          | 15,500      |
| 25' O'Day w/trailer            | 15,500      |
| 25' Columbia 7.6               | 17,500      |
| 25' Pacific Seacraft           | from 19,500 |
| 25' Merit — race ready         | 21,000      |
| 26' CM Pilothouse              | 10,500      |
| 26' Airl                       | 18,500      |
| 26' Mull Pocket Cruiser        | 22,000      |
| 27' Buccaneer — must sell      | 11,900      |
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| 27' Tartan                     | 22,500      |
| 27' Vega                       | from 24,950 |
| 27' Morgan                     | 25,000      |
| 27' Chaoy Lee Offshore         | From 26,500 |
| 27' US                         | From 29,500 |
| 27' Orion                      | 44,500      |
| 28' H-28                       | 24,900      |
| 28' Cope Dory                  | 35,900      |
| 28' Islander                   | 38,500      |
| 28' Spirit                     | 39,500      |
| 29' Triton                     | from 29,950 |
| 29' Buccaneer 295              | 36,500      |
| 30' Islander                   | 18,500      |
| 30' Cal                        | 26,500      |
| 30' Rawson                     | 28,950      |
| 30' Olsen                      | 30,000      |
| 30' Hunter                     | 34,900      |
| 30' Tartan 10R cart.           | 37,500      |
| 30' Golden Gate                | 39,900      |
| 30' O'Day                      | 43,500      |
| 30' Wilderness — 15 bags       | offers      |
| 30' Bristol 29.9               | 54,900      |
| 30' Fisher Pilot House         | 63,500      |
| 31' Golden Hind                | 35,000      |
| 31' Angloman Ketch             | 37,500      |
| 31' Sea Eagle                  | 55,000      |
| 31' Independence               | from 49,500 |
| 31' Herringshaw Cat Ketch      | 54,900      |
| 32' Ericson                    | 32,950      |
| 32' Aries                      | 39,500      |
| 32' Westsail                   | from 45,000 |
| 32' Nantucket Clipper          | 46,500      |
| 32' Southwind                  | 49,950      |
| 32' Traveler                   | from 55,950 |
| 32' Islander                   | 54,500      |
| 32' Pearson 323                | 59,950      |
| 32' Tahiti Ketch               | 35,000      |
| 33' Vanguard                   | 29,500      |
| 34' Islander                   | 33,000      |
| 34' Peterson                   | 69,950      |
| 34' Fisher P.H.                | 69,000      |
| 35' Formosa                    | 35,750      |
| 35' Ericson                    | from 44,500 |
| 35' Rasmus                     | 68,500      |
| 35' Yorktown C.C.              | 69,500      |
| 35' U.S. Pilothouse            | 35,950      |
| 35' Fantasia                   | 64,000      |
| 36' P.J. Standlast             | from 59,500 |
| 36' Alden                      | 59,500      |
| 36' Freeport Islander          | 109,995     |
| 38' Kettenburg                 | 29,950      |
| 38' Farallion Clipper          | 46,000      |



24' San Juan. Like new condition. Fresh water sailed only w/tandem axle trailer. Sail the bay or any lake. A must see. Contact Mike \$19,500.



32' Traveler. A traditional design and exquisite craftsmanship make this yacht a fine expression of quality and safety. At our docks. See Dave \$55,950.



38' Globe. Rugged and roomy blue water cruiser w/large flush deck. Light and airy below with all the amenities. See Dave for showing. At our docks. \$109,950.

(Sister Ship)

43' Hans Christian. Mint condition, ready to cruise the 7 seas. This proven blue water sailor is ready for your sailing adventures. Owner ordered new boat and must sell. At our dock \$149,950.



Vega 27' Two of these practical and comfortable little cruisers ready to voyage anywhere your desires take you. From \$24,950. Ask for Dave or Gary.



34' Fisher Pilot House A well equipped and rugged blue water cruiser w/dual steering station comfort. Yacht quality and condition. \$89,000.



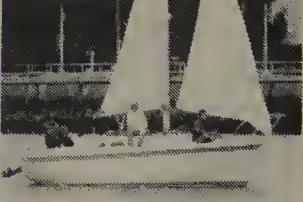
38' C & C Landfall. A swift offshore passage maker of uncommon quality and comfort. Recent price reduction and a must sell situation. Make any offer \$97,000. Call Chet for details.



43' Hans Christian. Mint condition, ready to cruise the 7 seas. This proven blue water sailor is ready for your sailing adventures. Owner ordered new boat and must sell. At our dock \$149,950.



30' Tartan. Current IOR certificate and ready to race equipped. Race or coastal cruiser, this boat is ready to go. At our docks for showing. See Dave \$37,500.



35' Ericson. Bristol conditions and ready to cruise. Single-handers package, spin pole & gear, club jib and more. Emergency sale — submit offers. See Dave for details, \$69,950.



41' Freeport Islander. Beautifully maintained and well equipped coastal cruiser or long passage maker. Auto pilot, RDF, UHF, roller furling etc. See Mike for details, \$139,950.



47' Vagabond. Exceptionally sturdy garden designed cruising ketch. Completely equipped for any passage. Call make for details and appt. to see, \$149,950.

|                                |              |
|--------------------------------|--------------|
| 38' Concubin                   | 88,000       |
| 38' C&C Landfall — must sell   | 97,000       |
| 38' Globe — anxious            | 109,000      |
| 38' Hans Christian Trad. from  | 119,995      |
| 38' Alajuela Cutter            | 129,000      |
| 39' Hans Christian Pilot House | 149,000      |
| 40' Custom Wood                | 25,000       |
| 40' Rhodes                     | 48,500       |
| 40' Challenger                 | 83,000       |
| 40' Cheoy Lee Offshore Yawl    | 89,500       |
| 40' P.J. Standlast             | from 90,000  |
| 41' Bennett Ketch              | 36,000       |
| 41' Islander                   | 85,000       |
| 41' Morgan                     | from 104,900 |
| 41' Freeport                   | 139,950      |
| 42' U.S. Pilothouse            | 129,950      |
| 43' Hans Christian             | from 120,000 |
| 44' Hansa Pilothouse           | 189,950      |
| 44' LaFitt                     | 217,000      |
| 45' New Zealand Cris. Ktch     | 135,000      |
| 46' Kelly Peterson             | 175,000      |
| 47' Vagabond                   | 149,950      |
| 54' Sampson Ferre cement       | 72,000       |
| 54' Cust. Schooner Fisher      | 350,000      |

### RACERS & CRUISER/RACERS

|                                    |         |
|------------------------------------|---------|
| 33' Graham & Schlageter 3/4-ton    | 66,000  |
| 37' Custom King 2-tonner           | 100,000 |
| 37' AGGRESSIVE II                  | 100,000 |
| 37' Graham & Schlageter 1-ton      | 78,900  |
| 40' North American 40              | 99,000  |
| 40' SHAMROCK                       | 99,000  |
| 40' New York 40                    | 120,000 |
| 40' INDIAN SUMMER                  | 120,000 |
| 40' Holland 2-tonner               | 135,000 |
| 40' Matriarch ex AGAPE             | 135,000 |
| 40' Custom Ericson Flush Deck      | 79,000  |
| 41' Carter 2-ton Sloop             | 125,000 |
| 43' Peterson                       | 155,000 |
| 44' CHAPPARI                       | 155,000 |
| 44' Swan 441                       | 225,000 |
| 45' BAT                            | 225,000 |
| 46' Tartan                         | 155,000 |
| 46' YAHOO                          | 155,000 |
| 46' Frers                          | 175,000 |
| 46' ARIETO                         | 175,000 |
| 46' Custom Holland Admirals Cupper | 190,000 |
| 46' ARIES                          | 190,000 |
| 47' Dubois                         | 265,000 |
| 47' DYHOMO                         | 265,000 |
| 53' Frers                          | 360,000 |
| 53' ENCOUNTER                      | 360,000 |
| 57' Swan                           | 340,000 |
| 57' SWAN DILIGENCE                 | 360,000 |

### POWER BROKERAGE LIST

|                          |          |
|--------------------------|----------|
| 24' Vashon               | \$24,950 |
| 32' Pacemaker            | 29,000   |
| 34' Chris Craft Sedan    | 16,500   |
| 34' Fiberglass           | 63,000   |
| 37' California           | 79,900   |
| 42' Matthews Tri-Cabin   | 52,500   |
| 45' Stephens 1928Classic | 38,000   |
| 48' Monk Comm. Fish      | 135,000  |
| 57' Chris Craft MY       | 167,000  |
| 60' Custom Aluminum MY   | 360,000  |
| 60' Chris Craft Roamer   | 350,000  |
| 60' Custom Charter       | 300,000  |
| 84' Leadship             | 750,000  |

REPRESENTATIVES FOR

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ELITE 37

# Cruising World Yachts

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SALE

PRICES GOOD THRU 11/30/83

## PORTABLE KEROSENE HEATER

BOATERS PRICE: Only \$99.00



8600 b.t.u. radiant heat. Auto-ignition, and 2 stage after burner assures complete, odor-free combustion. Automatic safety shut-off.

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Stainless steel, brass & bronze const., 9000 b.t.u. output, burns kero. or diesel, vented dry heat, includes raincap.

List: \$225.00      SALE \$189.00

COMBO SPECIAL  
INCL. 2 GAL. FUEL TANK  
List: \$324.00      SALE \$269.00



## ELVSTROM STYLE DECK BOOTS



Special \$14.89

## Boaters Supply

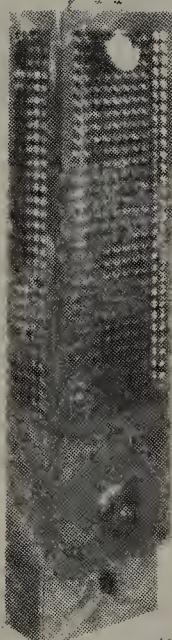
635 BAIR ISLAND ROAD  
REDWOOD CITY  
CA 94063

## HEATER HEADQUARTERS WE HAVE THE BEST SELECTION AND PRICES IN THE BAY AREA



## DIESEL HEATER

MODEL 100-C-8



**NEW!!** Vaporizing burner requires only 3 min. start-up to full heat output. Requires no electricity! Stainless steel construction, natural draft, 10500 b.t.u. output, new burner control has precision jewelled metering valve with internal pressure regulator and integral fuel filter. 3" dia. flue. MODEL 100C-8.

Sale \$395.00

We stock a complete supply of flue pipe and smoke heads to fit most heaters and stoves.

## GOLDEN-ROD

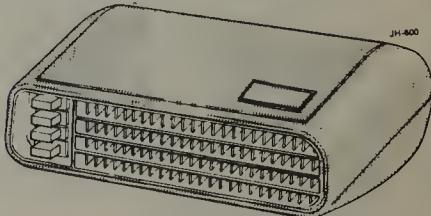


THERMO-ELECTRIC DEHUMIDIFIER  
Stops mold, mildew and dampness; dries the air in your boat continuously and automatically. Low power usage, no moving parts, no chemicals, no fire hazard, no maintenance.

5 year guarantee.

| MODEL        | SIZE | LIST    | SALE    |
|--------------|------|---------|---------|
| 1M - 8 watt  | 12"  | \$25.50 | \$17.50 |
| 3M - 12 watt | 18"  | 28.25   | \$19.25 |
| 5M - 18 watt | 24"  | 31.00   | \$21.00 |
| 7M - 25 watt | 36"  | 32.95   | \$22.50 |

INTERMATIC.  
**Heatwave**



Compact forced air instant electric heater. Push-button control for hot, warm or fan only. 1500 watt/5120 b.t.u. output. Adjustable thermostat, safety shut-off and housing. MODEL JH-600.

List: \$51.95      Sale \$38.96

## CONTEST TACTICAL COMPASS



Racing version of the popular CONTEST compass. Features: bulkhead mount; see-thru reading from cockpit or cabin; front skirt divided into color coded & numbered quadrants for tacking — instantly identifies wind shifts; heel indicator; built-in compensator magnets; accurate to 40° heel; dual lighting.

**SAVE 50%!**

Sale \$92.00

List: \$184.00

## DEODORIZED KEROSENE

\$4.89/gal

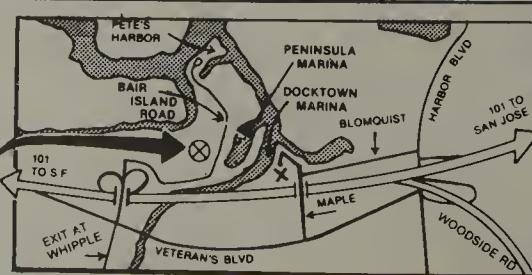


## DRI-Z-AIR DEHUMIDIFIER

Removes excess moisture from your boat.

Sale \$5.78

Extra Crystals: \$.99



NEW WINTER HOURS:  
MON, TUE, WED, FRI, SAT 9-5  
THUR 9-8, SUN 10-4

(415)  
365-7874

# ROSS 930

*Designed to Race  
Ready to Cruise  
Built to Last*



#### Designed to Race

The Ross 930 is decisively fast. Designed by New Zealand's Murray Ross to win around the buoys, the Ross 930 is not only quick but nimble to boot. The fractional rig permits precise control of mainsail shape and her self tacking jib makes upwind work almost easy.

The Ross 930 carries a provisional Bay Area PHRF rating of 90, and she'll sail to her rating.

#### Ready to Cruise

The Ross 930 is no mere one trick pony.

With all lines led aft to the cockpit, the fractional rig and self tacking jib make the Ross 930 extremely easy to handle.

*New Zealand Nautical News* had this to say about the

Ross 930: "It's hard to remember when we sailed a boat that was so sweatless.

With a nice to handle sail plan like this you have a boat that not only is light and fast but is a dream to handle."

Belowdecks the Ross 930 features accommodations of a spaciousness and standard that must be seen to be fully appreciated.

There's an enclosed head, a

private vee-berth, a full saloon with seating for six adults, full galley, spacious navigation station, two full quarterberths, and best of all, over 5'10" headroom.

#### Built to Last

Nautec Yachts New Zealand, Ltd. builds the Ross 930 of Divinycell core and E-glass, S-glass, and Kevlar reinforcement with vinyl ester resins used below the waterline. NPG gelcoat backed by surfacing tissue is used throughout.

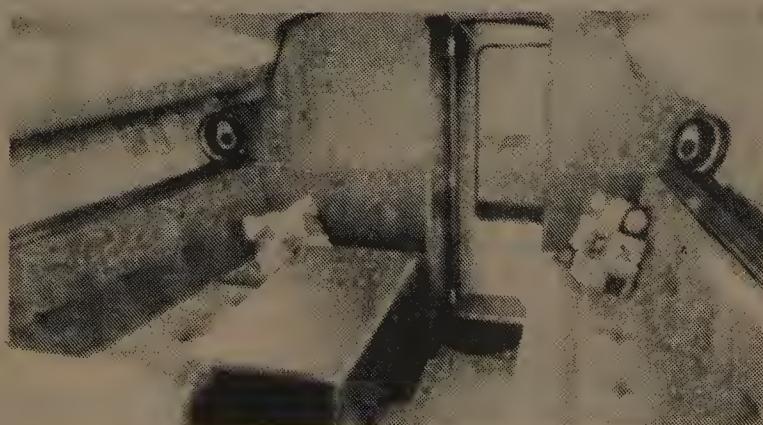
The interior of each Ross 930 is finished with hand-crafted joinery of teak and other rich hardwoods, upholstered with fine, long wearing fabrics, and fitted with accessories selected from among the best the world has to offer.

Deck hardware selected as standard for the Ross 930

includes equipment from Harken, Lewmar, Forespar, and Ronstan. Spars are by Baverstock; rod rigging by Navtec.

**Ross 930:** the 30-footer you've been waiting for.

|         |            |
|---------|------------|
| LOA     | 30'6"      |
| LWL     | 26'7"      |
| Draft   | 5'6"       |
| Beam    | 9'3"       |
| Displ.  | 3,800 lbs. |
| Ballast | 1,600 lbs. |



**HOPWOOD YACHTS U.S.A., INC.**

1801 Clement Ave., Suite 200, Alameda, CA 94501 • 522-4145

Ross 780 • Ross 830 • Ross 930 • Ross 35 • Ross 40

Specifications subject to change without notice.



# **BERTHING OAKLAND ESTUARY**

New Berthing in Sheltered Basin  
\$3.85 ft/mo.

Close to Jack London Square

**CONTACT: 832-3951**

One Month FREE Rent  
For First 30 Sign-ups



## **NOVEMBER SPECIAL**

**FREE TURKEY\*** with Every Haulout

## **HAULOUTS**

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Reasonable Rates

## **FULL SERVICE BOAT REPAIR**

## **BOAT TRANSPORT & INSURANCE WORK**

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\***NEW SERVICE: 40-ft Low-Boy Tractor-Trailer for Boat Transport**

- 40 Ton Travel Lift
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- 140 Berth Marina
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- Hull Painting Including L.P.U.
- Rigging, Stepping & Unstepping of Masts

- Wood Working
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**SEABREEZE YACHT CENTER (415) 832-4571**

\*7-10 lbs or \$10.00

FUGERE'S is proud to introduce  
DON WILSON as the Exclusive  
Sea Star Dealer in the Bay Area



## Sea Star 410

L.O.A. .... 41'5" D.W.L. .... 31'5"   
 BEAM ..... 11'4" DRAFT ..... 5'10"   
 DISPLACEMENT ..... 19,200 lbs BALLAST ..... 8,000 lbs   
 SAIL AREA ..... 742.1 ft<sup>2</sup>

HULL DESIGN: EVA M. HOLLMAN

## SEA STAR 460

### SPECIAL!

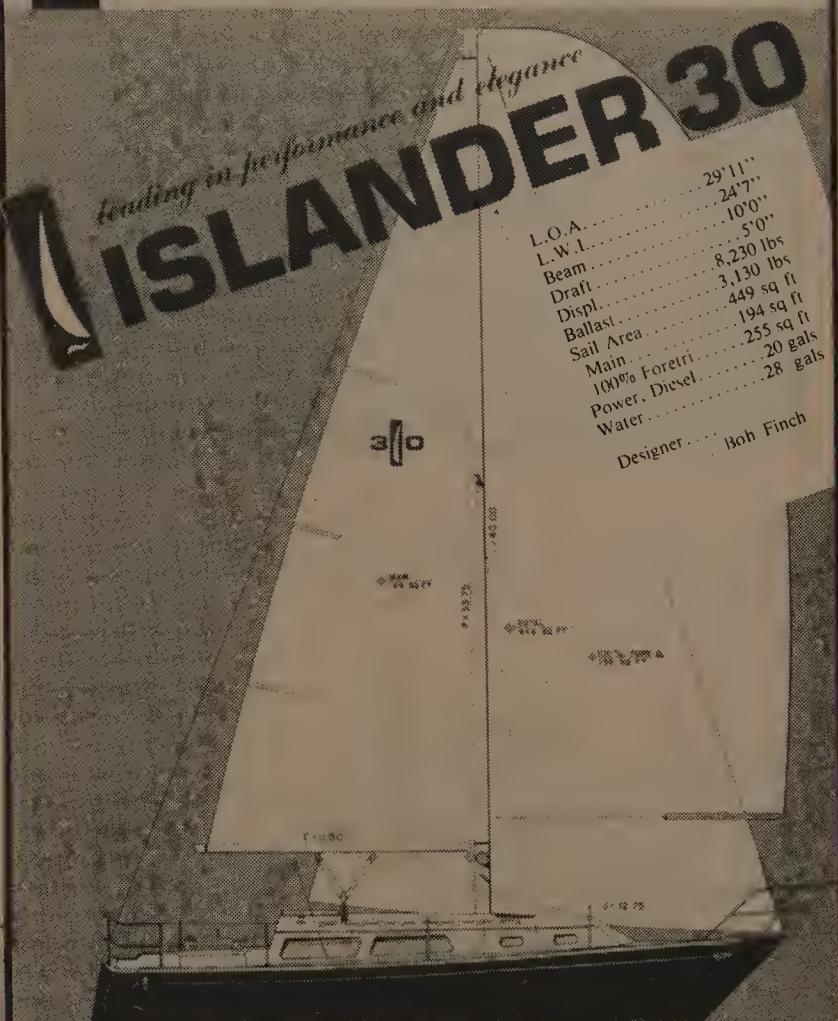
ORDERS PLACED IN NOVEMBER RECEIVE:

410: VHF, Loran C, Anchor Windlass  
460: Radar, Loran C, Anchor Windlass

L.O.A. .... 45'8" L.W.L. .... 36'6"   
 BEAM ..... 13'6" DRAFT ..... 5'10"   
 DISPLACEMENT ..... 33,500 lbs BALLAST ..... 11,500 lbs   
 SAIL AREA ..... 1093 ft<sup>2</sup> FUEL (2) TANKS ..... 220 gals   
 FORD LEHMAN 80 h.p. DSL WATER (2) TANKS ..... 300 gals   
 DESIGNED BY: TED BREWER, N.A.

## ISLANDER YACHTS

B[28 B[30 3[6 F[36 P[40 F[41 4[8



|               |           |
|---------------|-----------|
| L.O.A.        | 29'11"    |
| L.W.L.        | 24'7"     |
| Beam          | 10'0"     |
| Draft         | 5'0"      |
| Displ.        | 8,230 lbs |
| Ballast       | 3,130 lbs |
| Sail Area     | 449 sq ft |
| Main          | 194 sq ft |
| 100% Foretri. | 255 sq ft |
| Power, Diesel | .20 gals  |
| Water         | .28 gals  |
| Designer      | Bob Finch |

### NOVEMBER SPECIAL:

ALL NEW BOATS IN STOCK

*SuperSpecial Savings:*

Islander 28    Islander 30    Islander 36  
Freeports    Sea Star 41

### SELECTED BROKERAGE

|  |                    |
|--|--------------------|
| 29' CAL 2-29; 1974 diesel; pedestal; 5 sails.....  | OFFER/31,900       |
| 30' ISLANDER MKII; diesel; pedestal; very nice.....  | 27,900             |
| 30' ISLANDER MKII; gas; pedestal; mint.....  | 29,900             |
| 30' ISLANDER BAHAMA; 1981; diesel; pedestal.....   | 39,000             |
| 34' SUNSET; full keel; wood slop; 1938; classic!.....  | 19,900             |
| 36' ISLANDERS; S.F. Bay Area's finest one-design class —<br>We Have (5) from 1972 to 1979..... | INQUIRE            |
| 36' FREEPORT; 1981; fine condition; many extras.....   | 118,000            |
| 40' PEARSON; 1978; sharp; diesel; see to appreciate.....                                       | 120,000            |
| 40' ISLANDER; 1979; TransPac ready; trade-up.....  | INQUIRE            |
| 41' FREEPORT; 1978; perfect liveaboard.....  | make offer/125,000 |
| 44' PETERSON; 1975; owner will carry.....  | 117,5000           |

#### *BONUS — Power Available*

|                                       |         |
|---------------------------------------|---------|
| 41' BELL MARINE; trawler; loaded..... | 129,500 |
| 22' WELLCRAFT .....                   | 21,000  |

### ALL BROKERAGE BOATS LISTED

FREE HAUL & SURVEY WITH PURCHASE

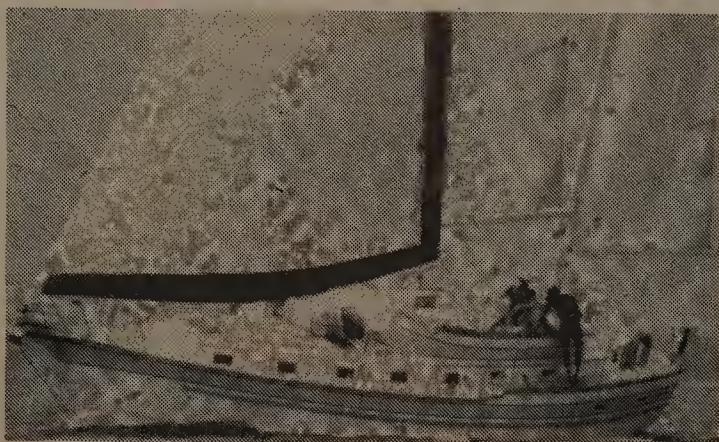


# Don Wilson Yacht Sales, Inc.

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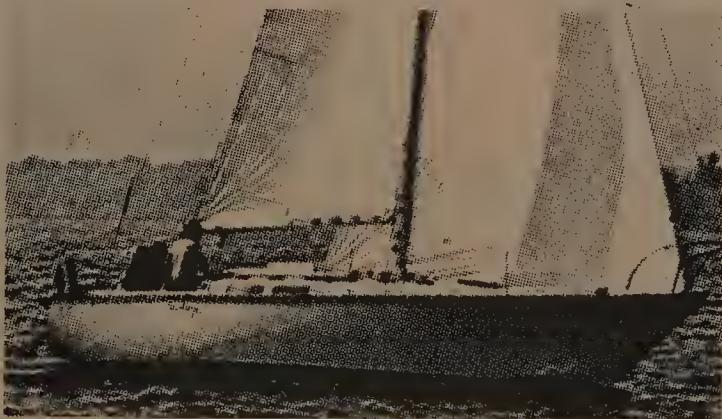


# PASSAGE YACHTS



**43' Endeavor 1979**—A roller furling main, roller furling genoa and mizzen simplify sail handling aboard this American-built cruiser. She has sailed the East Coast and Gulf. Enjoy spacious liveaboard accommodations with 6'6" headroom and three cabins. Equipped with a stand-up refrigerator-freezer, combi, auto pilot, five sails and life raft.

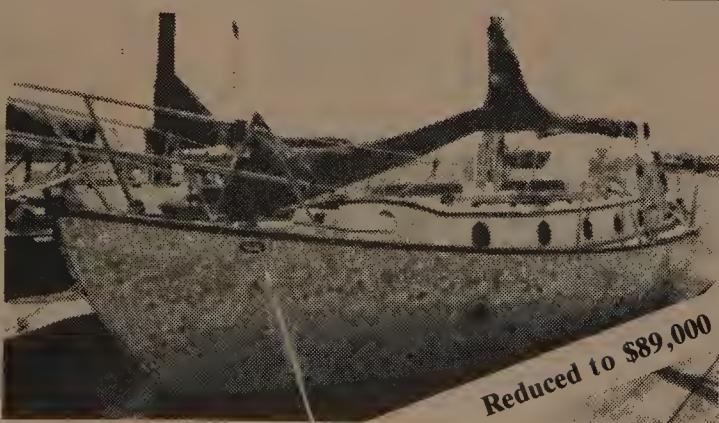
\$149,500



*Sistership*

**35' C & C MK II**—A blue hulled beauty. Excellent bay racer. Now located at Brickyard Cove, with full electronics and a complete sail inventory. New Loran "C" and VHF. Very well maintained, exceptional sailer and still a winner. Ready to cruise or get into competition. (PHRF 120)

\$67,500



Reduced to \$89,000

*Sistership*

**37' Rafiki 1980**—A well found, seakindly, blue water cruising cutter constructed with an Airex core hull. Aluminum spars, Sails by DeWitt and Pineapple. Fully equipped with Trimble Loran, Magnavox Sat Nav & full instrumentation. In superb condition. Call for full inventory.

\$92,000

Find the right yacht from the right Yacht Broker. At Passage Yacht Brokerage we are a full service organization with experience in locating performance cruising boats.

If your perfect yacht is not on our list, we know who to contact in the Bay Area, on the Pacific Coast or internationally to find her for you.

Let us satisfy your yachting needs in the professional manner in which we are accustomed to deliver.



**36' Pearson**—A Bill Shaw design with fin keel and skeg rudder. Full offshore equipment with 8 man life raft and ocean survival kit. 13 sail inventory with all sails inspected, restitched and recut where needed. All Barient winches with #30 as primaries, #26 as secondaries. VHF, Windspeed, Windpoint, Knotmeter, RDF, MOP and equipment. Anchors & safety gear. In very good condition with all necessary gear to go for it.

\$61,000

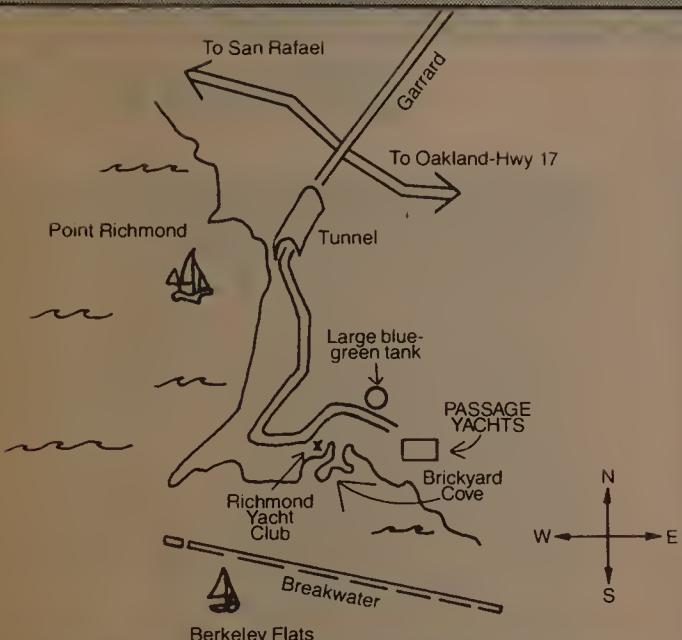


**41' Morgan 1974**—This yacht sparkles from lavish professional attention to every detail. . . . Engine compartment is a joy to behold with a replaced Perkins 4-108 (25 hours). Equipped with forced air cabin heat, refrigeration, microwave, auto-pilot, Lewco charger and dinghy. Customized cabinetry and new upholstery spells comfort and practicality in three cabins. Cruisers and live-aboards, this is a must see.

Reduced \$89,500

## 1220 BRICKYARD COVE ROAD

# FEATURED BROKERAGE FROM YOUR PERFORMANCE CRUISING CENTER



**27' Catalina 1973**—The perfect choice for the new sailor, a very good sailer with very good re-sale. Very clean and well maintained. VHF, Depthsounder, Tape deck, Charger/converter, Alcohol & electric stove, Lifering buoy and knotmeter. Call for full details.

\$17,500



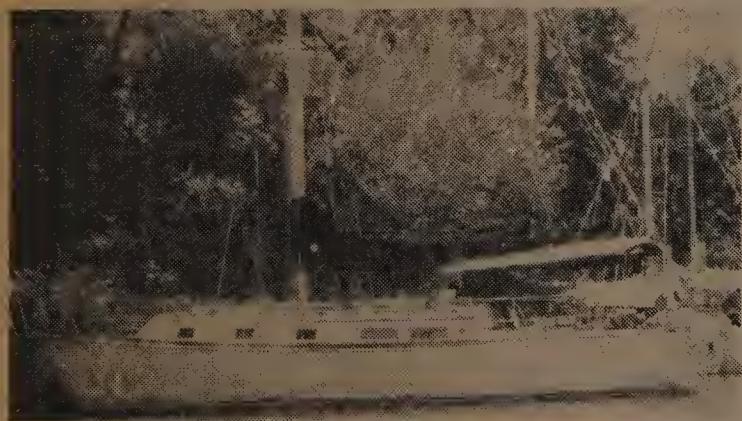
**31' Mariner 1970**—Excellent example of Far East craftsmanship. Full keel, ketch rig. Equipped with Bendix autopilot, Perkins diesel, pressure water, Avon inflatable, knotmeter, windpoint, windspeed, recording depth, VHF, RDF, 2 mains, 170% roller furling, genoa, 100% jib, spinnaker, mizzen staysail, mizzen, generator, refrigerator & more.

\$45,000



**HAWKFARM 28 1978**—Exciting one design and excellent choice for singlehanded and MORA racing. Equipment includes VHF, knotmeter, depth, windspeed, windpoint, trim indicator, 5 spinnakers, 2 mains, 4 headsails, LPU paint and new race bottom. Diesel recently rebuilt. The Hawkfarm is a soundly built, fun raceboat that offers exceptional room and comfort below decks.

\$26,500 reduced



**Gulf Star 37**—An exceptional craft that has been lavished with TLC. Equipment and upgrading of this vessel is not only practical but is properly executed. New tanbark sails, roller furling, Loran C autopilot, Nav 5 system, etc. She is Bristol and a must see. \$85,000



**40' Stadel Ketch**—An absolutely beautifully maintained and equipped Cruiser. Mahogany planked on oak frames bronze fastened. One of three hulls built by shipwrights for their personal use. The best of materials were selected for the construction and finish of the vessels. GM 2-51 Diesel 57HP, 2KW cruising generator, Monitor self-steering vane, EPIRB, Windlass, Dinghy and much more. Has cruised Mexican waters and is ready to go again.

\$69,500

**Pt. RICHMOND 415/236-2633**

# O'NEILL YACHTS

## Express 27

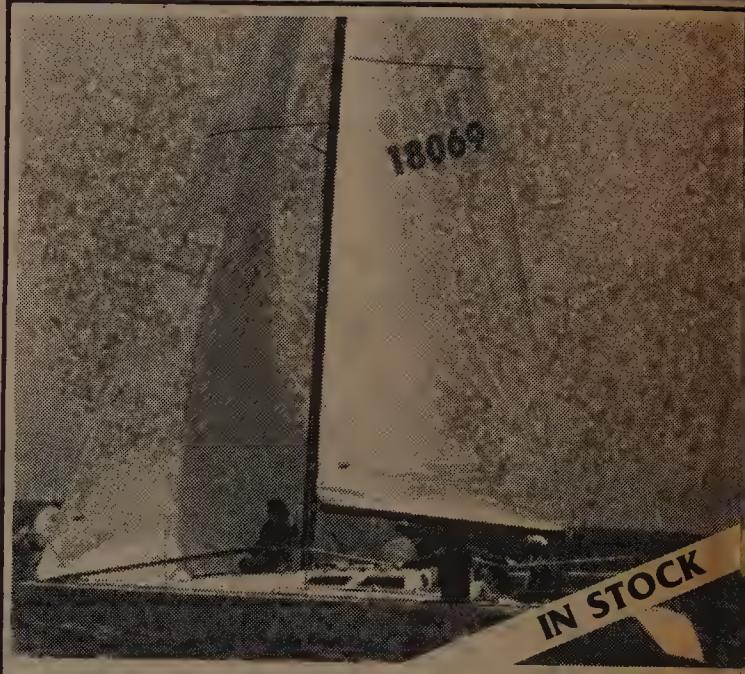
An Uncommon Yacht.



EXPRESS . . . The fastest means possible, to the weather mark or that favorite cove. A new and well reasoned approach to high performance.

## Olson 30

The Finest in Class Racing



The Olson 30 is easily trailered and can be launched with a yacht club hoist. It has a medium head rig, low wetted surface area and high ballast to displacement ratio.

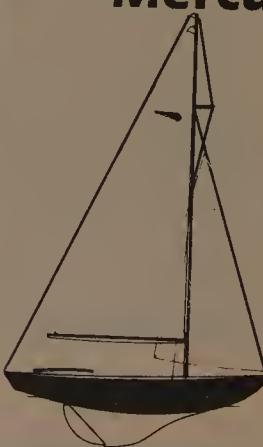
## Moore 24 Undoubtedly A Classic.



The Moore 24 is a study in polished functional simplicity. She appeals to the racer or the cruiser. The hull's v-shape provides a comfortable, high-performance ride, the rig is expertly set-up and made from the best products on the market.

O'Neill Yachts  
is now offering the

## Mercury Class Sloop



Introductory Price:  
**\$7495.00** + tax and license

Includes:

- Fiberglass construction
- Black anodized spars
- Larsen Sails
- All Harken Blocks and Travels
- Trailer

**O'NEILL YACHTS**  
**S A N T A C R U Z**

2222 E. Cliff Drive  
Santa Cruz, CA 95062  
(408) 476-5200

. . . with 20 years  
of dedicated experience

Where it's happening fast!



# Olson 40

**Speed-Simplicity-Affordability**



**IN STOCK**

**Olson 40 available  
for Mexican  
Race Charter**



# Hobie 33

**It's Trailerable.**



**IN STOCK**



The Hobie 33. With clean, elegant lines for style and speed, the innate economy of trailerability and a comfortable interior that sleeps six, the Hobie 33 stands in a class of her own.

## **Selected Brokerage:**

Sait

| <b>Size</b> | <b>Manufacturer</b> | <b>Year</b> | <b>Price</b> |
|-------------|---------------------|-------------|--------------|
| 21'         | Islander            |             | 5,500        |
| 21'         | Burns               | 1982        | 14,900       |
| 21'         | Wilderness          | 1978        | 10,600       |
| 21'         | Yngling             | 1972        | 3,995        |
| 24'         | Moore               | 1976        | 17,500       |
| 24'         | J-24                | 1981        | 15,900       |
| 24'         | Yankee Dolphin      | 1970        | 12,500       |
| 25'         | Santana 525         | 1980        | 15,500       |
| 25'         | Folkboat            | 1962        | 7,500        |
| 25'         | Cal                 | 1979        | 24,900       |
| 25'         | Catalina            | 1981        | 16,500       |
| 25'         | Shock               | 1963        | 7,000        |
| 26'         | Pearson Ariel       | 1963        | 10,000       |
| 27'         | Cal                 | 1971        | 16,500       |
| 27'         | Express 2 from      | 1982        | 31,000       |
| 27'         | O'Day               | 1976        | 23,900       |
| 27'         | Santa Cruz          |             | 21,950       |
| 28'         | Maire               | 1982        | 28,500       |
| 30'         | Catalina            | 1979        | 33,000       |
| 2-30'       | Cal                 | 1968        | 29,000       |
| 30'         | Ranger              | 1978        | 39,000       |

|                          |                     |      |         |
|--------------------------|---------------------|------|---------|
| 30'                      | Un-30               | 1980 | 25,000  |
| 30'                      | Windjammer          | 1978 | 24,500  |
| 30'                      | Erickson            | 1968 | 32,500  |
| 30'                      | Olson 3 from        |      | 27,500  |
| 30'                      | Custom              |      | 22,500  |
| 30'                      | Islander            | 1976 | 29,500  |
| 32'                      | Custom (Third-Reef) | 1978 | 33,500  |
| 33'                      | Wylie               | 1979 | 75,000  |
| 34'                      | Islander            | 1980 | 53,000  |
| 35'                      | Santana             | 1981 | 66,950  |
| 35'                      | Erickson            | 1974 | 46,000  |
| 35'                      | Coronado            | 1971 | 44,950  |
| 424                      | Pearson             | 1980 | 149,950 |
| 37'                      | Swan                | 1972 | 89,000  |
| 38'                      | Farallone Clipper   | 1957 | 65,000  |
| 39'                      | Crocker             | 1964 | 79,000  |
| 50'                      | Santa Cruz          | 1981 | 200,000 |
| 58' 11"                  | 10 Meter            | 1928 | 200,000 |
| <b>Sail / Multi-Hull</b> |                     |      |         |
| 38'                      | Brown               | 1971 | 59,000  |
| 40'                      | Multi               | 1974 | 45,000  |
| <b>Power</b>             |                     |      |         |
| 24'                      | Skipjack            | 1980 | 40,000  |
| 26'                      | Shamrock            | 1980 | 37,500  |
| 47'                      | Monk                | 1962 | 95,000  |

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| 16' 1972 Hobie Cat                      | 2,300   |
| 16' 1974 Hobie Cat                      | 3,200   |
| 16' 1980 Hobie Cat Sloop                | Offer   |
| 18' 1980 Whitecap Sloop                 | 3,500   |
| 18' 1980 Windrose Sloop                 | 8,000   |
| 20' 1968 Cal Sloop OB                   | 5,600   |
| 21' 1971 Clipper Sloop 7.5 HP           | 4,000   |
| 22' 1971 Santana Sloop                  | 6,350   |
| 22' 1968 Santana Sloop                  | 5,700   |
| 23' 1970 Ericson, Sloop                 | 6,800   |
| 24' 1974 San Juan Sloop, 7.5 OB         | 16,000  |
| 24' 1968 Islander Bahama Sloop 6HP OB   | 6,000   |
| 24' 1979 Nightingale Sloop 7.5 hp       | 15,500  |
| 24' 1976 Northstar Sloop 4 hp           | 15,000  |
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| 25' 1979 Buccaneer Sloop 7.5 hp         | 15,000  |
| 25' 1980 Cal-25 Sloop 11 IN             | 22,500  |
| 25' 1967 Coronado Sloop 6HP             | 7,900   |
| 25' 1980 Merit Sloop                    | 21,950  |
| 25' 1978 Yamaha Sloop Diesel            | 19,000  |
| 26' 1977 Chrysler Sloop, Diesel         | 20,000  |
| 27' 1980 Catalina Sloop, Gas IB         | 24,000  |
| 27' 1977 O'Day Sloop, Gas B             | 21,000  |
| 27' 1970 Newport Sloop, Gas IB          | 14,900  |
| 27' 1964 Royal Viking Sloop, Gas IB     | 17,500  |
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| 28' 1977 Lancer W/trailer Sloop 7.5 OB  | 17,500  |
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| 30' 1969 Alberg/Pearson Sloop, Gas IB   | 25,000  |
| 30' 1976 Catalina Sloop, Diesel         | 35,000  |
| 30' 1979 Lancer MK IV Sloop, Diesel     | 35,000  |
| 31' Mariner Herreshoff Ketch, Diesel    | 37,500  |
| 31' 1978 Cal Sloop, Diesel              | Offers  |
| 33' 1977 Yamaha Sloop Diesel            | 53,500  |
| 36' 1978 Islander Sloop Diesel          | 75,900  |
| 36' 1980 Lancer Sloop Diesel            | 60,000  |
| 36' 1959 Lapworth Sloop Diesel          | 39,500  |
| 36' 1973 Custom Mull Diesel             | 49,000  |
| 40' 1974 Challenger Sloop Diesel        | 94,000  |
| 42' 1940 Alden Cut Diesel               | 49,000  |
| 43' 1976 Westsail Ketch Diesel          | 145,000 |
| 44' 1976 Peterson Cutter, Diesel        | 115,000 |
| 47' 1974 Olympic Adventure Ketch Diesel | 134,500 |

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| 18' 1975 Sanger Ski, 455 Jet                    | 8,000   |
| 22' 1978 Seary Srv 220 I/O                      | 12,000  |
| 23' 1974 Bayliner Cruiser V8, Gas               | 11,000  |
| 24' 1979 Sea Ray Cruiser 270 Volvo              | 20,000  |
| 25' 1979 Farlane Cruiser                        | 29,500  |
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| 28' 1979 Chris Craft Cruiser, 225 hp            | 34,000  |
| 34' 1977 Executive Fiberglass Cruiser Tw IB Gas | 62,500  |
| 34' 1963 Owens Cruiser Gas I/O                  | 26,000  |
| 37' 1972 Calif. Trawler, Twin Turbo D           | 69,950  |
| 38' 1966 Chris Craft Roamer Cruiser Diesel      | 43,900  |
| 38' 1979 Cruiser, Chrysler                      | 39,000  |
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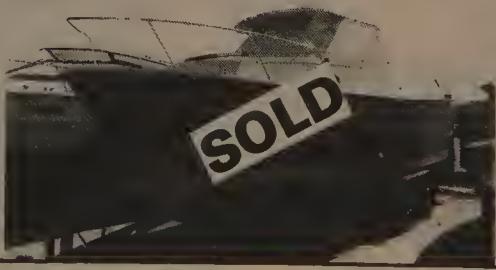


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| 25' Sea Crown   | 1979 |
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| 50' Challenger  | 1974 |

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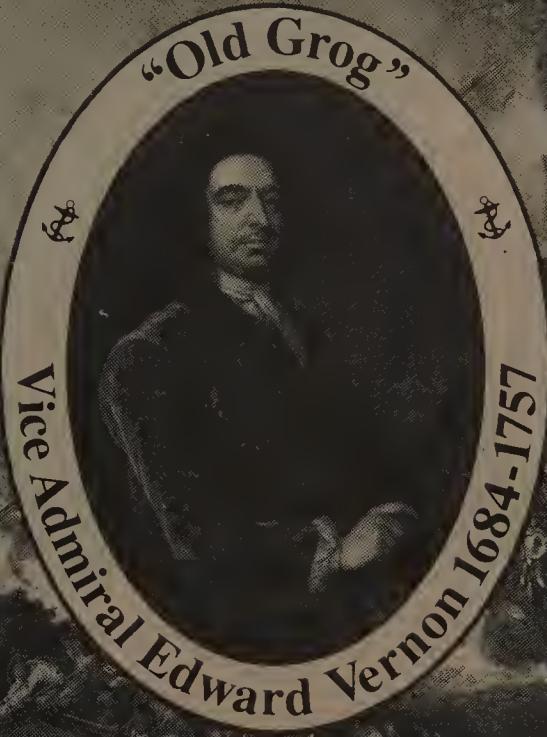
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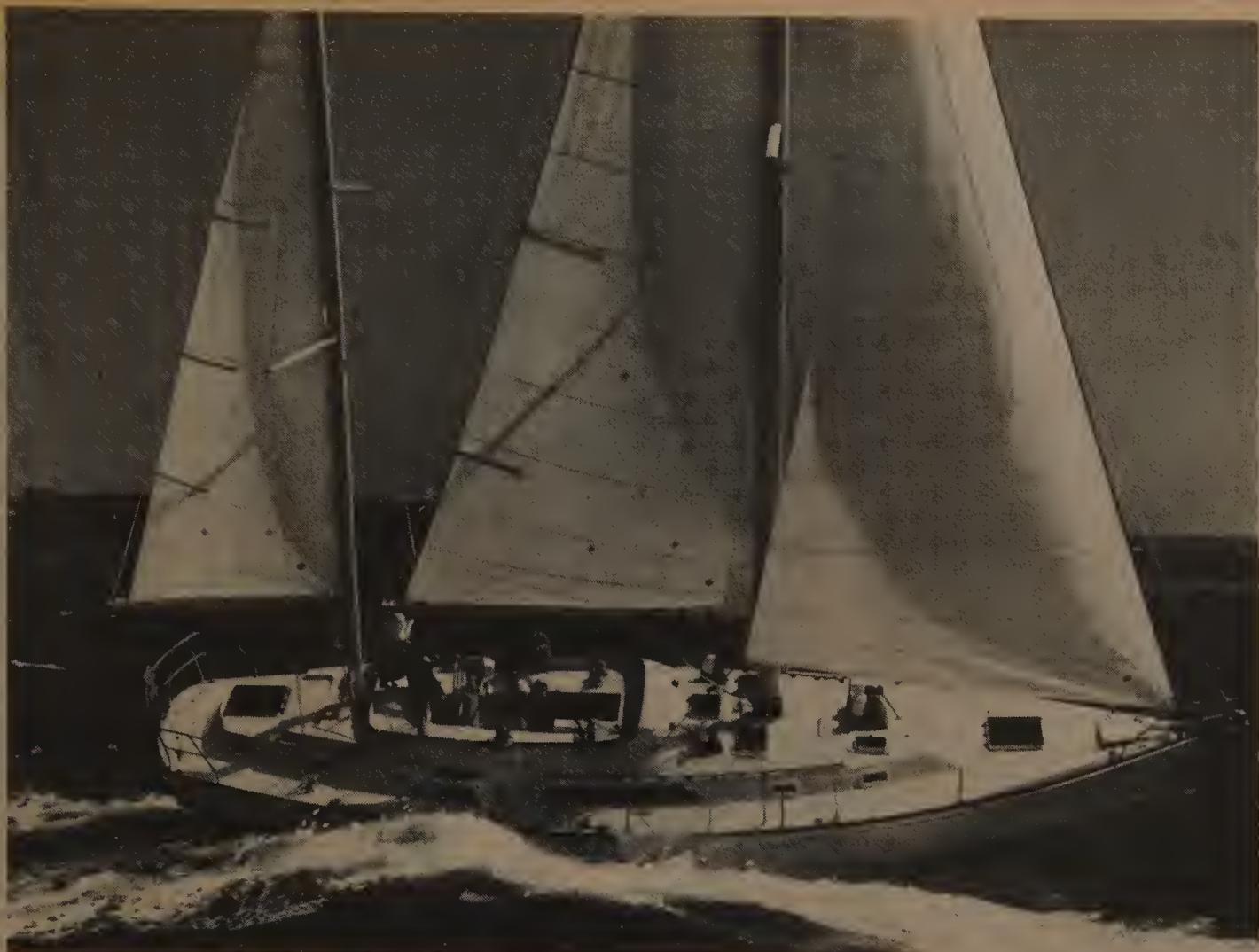
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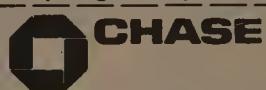
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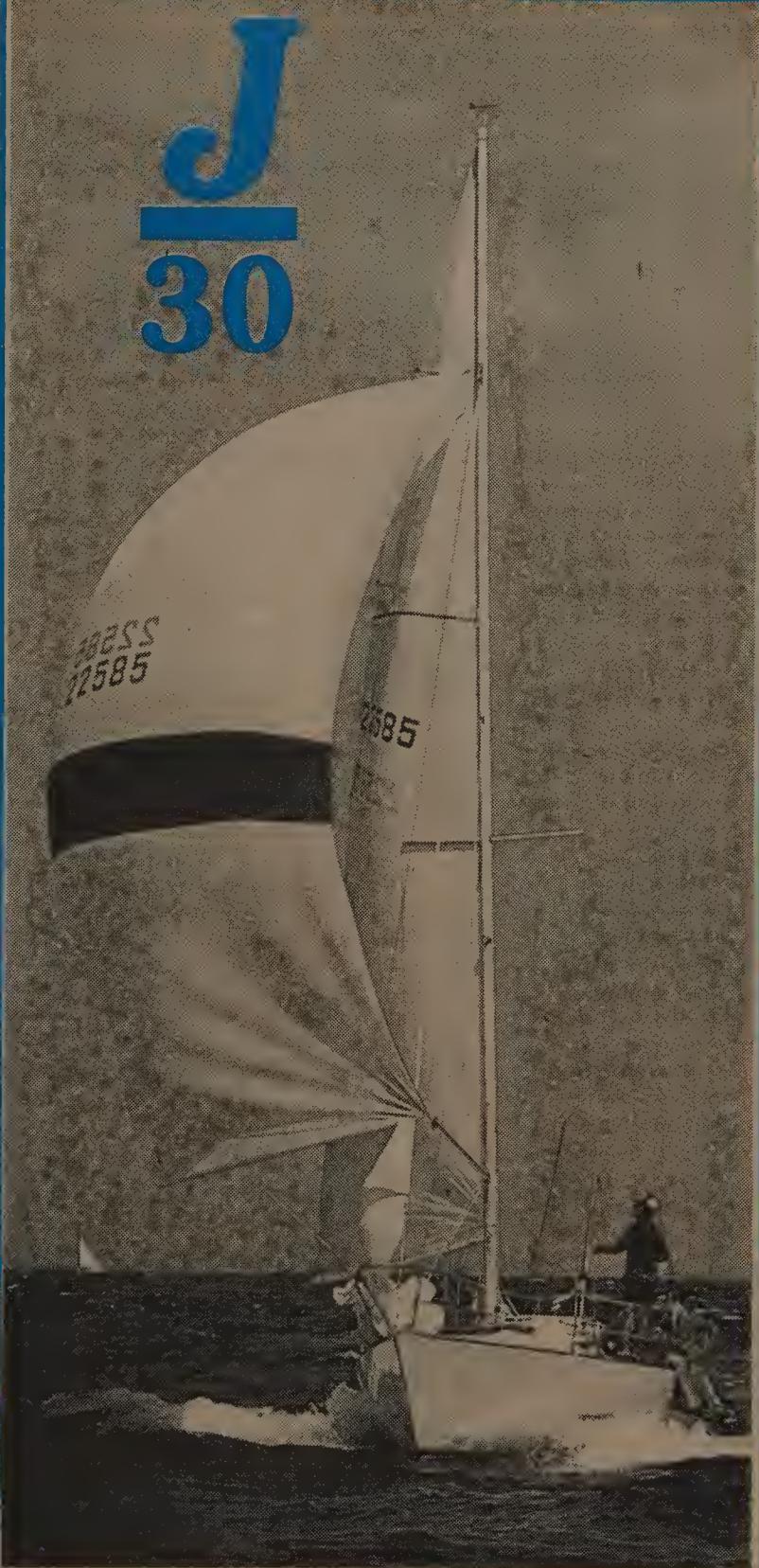
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# CALENDAR

## Non-Racing

**October 29** — Benicia Marina Grand Opening. Food, music, entertainment, displays by Master Mariners and World Class Racing Sailboats. Larry Gibbs, (707) 745-4811 or George Morris, (707) 745-0540.

**October 29-30** — The first Loch Merritt Monster Halloween Boat-a-Thon, sponsored by Oakland Parks and Rec. Prizes and fun, proceeds to benefit Lake Merritt Adapted Boating Program. Glo Webel, (415) 444-3807.

**November 3-20** — UCSF Recreation Department beginning and intermediate sailing aboard a 36-ft sloop. Thursday evening lectures, 4-hour weekend sails. Fee: \$125. (415) 666-1800.

**November 5** — Cooking courses by Victoria Vincent aboard a 70-ft schooner at Pier 33, held every Saturday at 11 a.m. Victoria Vincent, (415) 752-7841.

**November 6** — Open house party, with chantey singers from the Maritime Museum, on the *Stone Witch* at Pier 33 in San Francisco. Bring friends and food to share. (415) 431-4590.

**November 7** — Series of seminars and presentations sponsored by Cass' Marina, Sausalito. Everything from knots, to cruising, life-rafts, to movies, including "The Shape of Speed", and speakers, such as Pete Sutter. Call (415) 332-6789 for Wednesday and Sunday event dates for November and December.

**November 12** — HDA fall meeting at San Rafael Yacht Club. Awards, election of 1984 officers and Chris Corlett, world class skipper, as speaker.

**November 12-13** — South Bay Model Shipwrights exhibition of scale wooden ship models at the Wood Tool Center, Mt. View. Jean Eckert, (415) 964-0561.

**November 13** — Free Cruising Seminar with 13 experienced cruisers at the Encinal YC in Alameda, 9 a.m. to 9 p.m. Call immediately to register for this fun and free day. (415) 522-3272.

**November 15** — Sail and Canvas Maintenance Workshop at the Spinnaker Shop, Palo Alto. Drop in with your sails/canvas between 5 and 9 p.m. Stan Honey will show video finish of TransPac '83 aboard *Charley* at 7:30. Wine and coffee. (415) 858-1544.

**November 19-20** — The new Brisbane Marina's gala dedication with boat show, entertainment and fireworks. (415) 467-1515.

**November 22** — Bay Area Boaters (B.A.B.) hold a meeting discussing liveaboards and the threat posed by the BCDC Staff Report. 7:30 p.m. at the Oyster Point YC in South San Francisco. Call (415) 366-0544 for further information.

**November 25-27** — Third annual Ocean Arts Expo sponsored by the Oceanic Society. Largest marine arts and crafts sale in California. Free admission — great Christmas gifts! Hyatt Hotel on Union Square, San Francisco.

**December 10** — 21st Annual Marina del Rey Christmas Boat Parade with Olympic gold medal winner, Mark Spitz leading the process of yachts as Grand Marshal. (213) 821-7614.

**December 15** — Bay Area Boaters (B.A.B.) meet to discuss liveaboards and the threat posed by the BCDC Staff Report. 7:30 p.m. at the Metropolitan Oakland YC in — where else? — Oakland. (415) 366-0544.

**January 6-15** — NCMA Boat Show at the Moscone Center, San Francisco. (415) 436-4664.

**January 13-22** — San Francisco Sports & Boat Show at the Cow Palace. (415) 931-2500.

## Racing

**October 29** — Sausalito Cruising Club's Fifth Annual Weaver Regatta. No yacht club affiliation is necessary. Overnight berthing available. (415) 332-9349.

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# CALENDAR

**October 30** — First of three Sunday series for Aussie 18 racing on the Alameda Estuary. Start and finish off the Barge Inn in Alameda's Mariner Square. Spectators welcome. Also on November 13 and November 27. Pakhtun Shah, (415) 865-2305.

**November 11** — Membership meeting for the Women's Racing Association with speakers and intro to their winter and fall series. 7:30 p.m. Golden Gate YC. Glenda Carroll, (415) 282-7912.

**November 11** — PHRF start of Cabo San Lucas Race. November 12, IOR start. Race to the sun from Long Beach YC, 6201 Appian Way, Long Beach. (213) 594-0995.

**November 12** — Mariner Square Perpetual Cup race, sponsored by Alameda's Sunshine Charters. Kim, (415) 865-4447 (w), or 540-7407 (h).

**November 13-18** — IYRU Annual General Meeting in London, England. On the itinerary — determining whether to keep winged keels in meter racing, or "How Ben Lexcen turned our world upside down".

**November 14** — Basic and Intermediate sailing classes on C-15's start at the Berkeley Marina. Call California Adventures, (415) 642-4000.

**November 16** — Solo TransPac seminar featuring a panel of prior race participants, available for any questions you may have on the best way to race alone for here to Hawaii. 7 p.m. at the Oakland YC. Ants Uiga, (415) 326-6741 or Gene Haynes, (415) 523-6200.

**November 20** — Fremont Sailing Club Turkey Day Regatta at Lake Elizabeth. Turkey and trimmings after races. A fun regatta for boats under 16-ft. Cathy, (415) 793-5578.

**December 17** — Sunset Sailing Seminar from 2:30 - 5 p.m. Individualized instruction on C-15's. Call California Adventures, (415) 642-4000.



**Midwinter Series** — Metropolitan YC: 11/12-13, 12/10-11, 1/14-15, 2/11-12; 771-9500. Golden Gate YC: 11/6, 12/4, 1/8, 2/5, 3/5; 771-9500. Corinthian YC: 11/19, 12/17, 1/21, 2/18-19; 331-8379. Sausalito Cruising Club: 11/5, 12/3, 1/7, 2/4, 2/25, 3/3, 3/27; 332-9349. Richmond YC: 11/27, 12/18, 1/29, 2/26; (707) 642-9870. Sausalito YC: 11/5, 12/3, 1/7, 2/4, 3/3; 332-7400.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!



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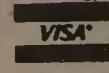
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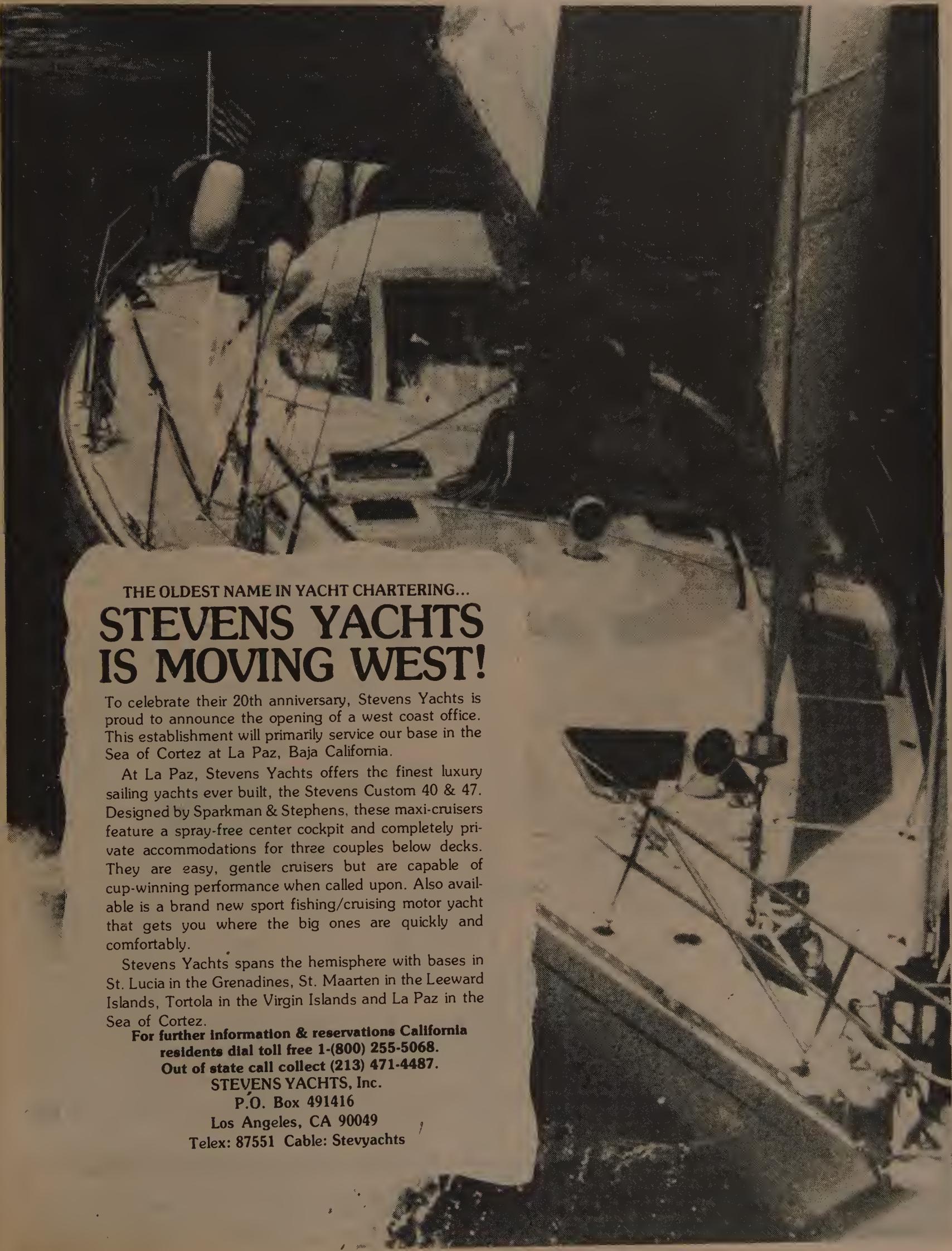
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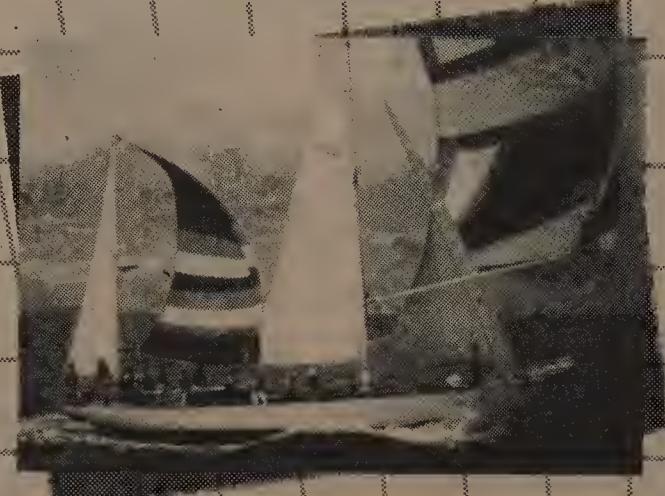


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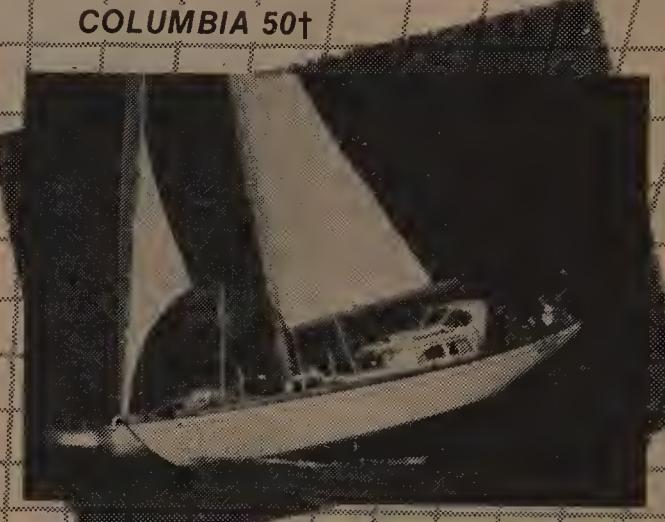
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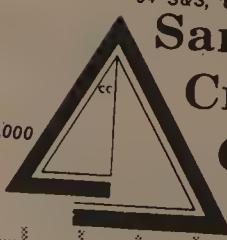
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# LETTERS

## □ COMMODORE AND THE CAL

Commodore Tompkins shows he is a true seaman by his remarks regarding the Cal 40. I feel exactly as he does about it. The Cal 40 is an almost flat bottom, fin keel, light displacement boat, that sits on the water instead of *in* the water. Its design features are the antithesis of the proper ocean going yacht seeking sea kindliness and sea worthiness.

It amazes me how people fly against all reason to defend boats that are basically improper and even potentially dangerous for ocean cruising just because they didn't sink when they went sailing! I suppose if someone successfully sailed a bathtub across the ocean, the owner would tout the bathtub as an "ocean cruiser".

The design characteristics of a TransPac winner hardly constitute an example of desirable design characteristics for the ocean cruiser and, in fact, they are for the most part in opposition.

P.S. Look up my article in *Yachting*, July 1971, for my considerably expanded views on this subject.

Frank E. Bilek  
Marine Surveyor  
El Cerrito

Frank — We have nothing but the greatest respect for your and Commodore's sailing knowledge and experience, but we're still shocked at the severity of both your remarks on the Cal 40. And owning a full-keel, rather heavy displacement, rounded-bottom boat, we hardly represent a radical light displacement perspective.

But come on, didn't the Cal 40 win three straight TransPac's and SORC's? Now maybe it wasn't always the most comfortable boat in all those conditions — say slamming into the square waves of the Gulfstream — but that's really putting a boat to the test. After achievements like that we can't really understand how anyone can question either the Cal 40's design or construction.

And it's not like that was all the Cal 40's did. Hell they were doing the Jamaica race, the Bermuda race, the Mexican races, they did it all — and to our knowledge with no inherent problems. Now 15 to 18 years old, they're still being sailed — and raced — all over the world. If there's a design that's gone to Hawaii and back more times than the Cal 40, we sure don't know about it. The question that comes to our mind is whether or not there's a more ocean-proven sailboat design in the whole world.

And what's really disturbing about all this is that a few novice sailors have apparently misconstrued Commodore's remarks to mean that the Cal 40 — and in fact all Cal boats — are inferior to the Ericson, Ranger, Newport, Santana, Hunter, Catalina, Morgan, Columbia lines they competed against in the marketplace. We're pretty certain that neither you nor Commodore would want to be responsible for that.

## □ HOW TO BE BETTER

I enjoy the mag just as much as many of your other letter writers, but also feel it's important once in a while to say why, and maybe to suggest how it could be better.

While I've been sailing the Bay for some years now I'm still learning, and find the Max Ebb/Lee Helm articles to be about the most useful and interesting stuff in 38. I'd like to see more of the same along with some product evaluations. From what you say about yourselves it seems clear you're not up to a *Consumer Reports*-type of evaluation, but thoughtful articles from interested product users would be appreciated, especially regarding electronics, safety gear, paint, instruments, and the rest. Letters from pissed-off buyers are interesting, but are usually pretty lopsided and we all know that even the best product has at least one unhappy buyer.

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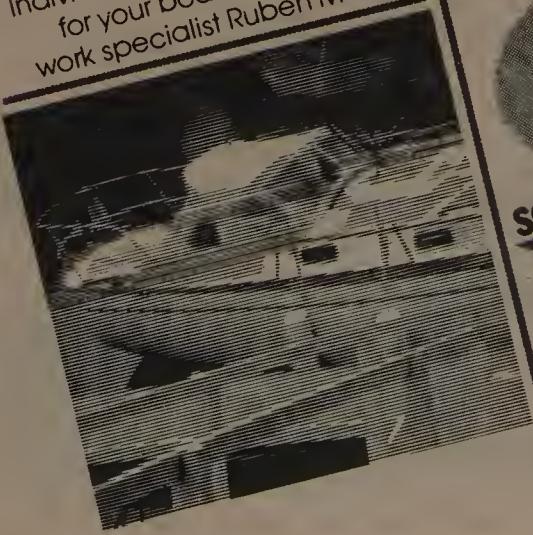
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PANDA 34

# LETTERS

I also read the ads. Your sponsors will be glad to know that, and I'm sure you don't need encouragement there.

The calendar would be useful if half the stuff hadn't already occurred before I get my issue. (Don't give me the lecture about the first class subscription, my third class subscription ought to work if the calendar was distributed earlier. And yes, you may blast the clubs for submitting their stuff late).

What don't I like about *38*? Well, *Loose Lips, Changes in Latitudes*, and the political letters unrelated to sailing could all disappear and I would not complain. I hope you remain incorrigible smartasses and don't go glossy.

Dennis Slaughter  
Livermore

Dennis — We greatly appreciate your evaluation, and have taken your comments to heart. The compliments-only letters we get are great for the ego, but are very dangerous. If you get too many of them there's a great temptation to become cocky and arrogant. And, as we all know, pride comes just before the fall.

So while we enjoy the 'good' letters, it's the ones with criticism we really appreciate and read with the greatest interest.

## THIS TIME NEXT YEAR

We would like to renew our *Latitude 38* for another year. Last year's subscription was a gift from Matt and Darlene who are now proud liveaboards on their Challenger 32 at Oyster Point. Way to go Matt and Darlene!

Please let me take a little space in your magazine to address those who gripe about the lack of Northwest cruising articles — I don't think they're justified.

We live on Whidbey Island, the town of Coupeville on Penn Cove. I went to high school in Half Moon Bay, but I consider myself a dyed in the wool Nor'wester. I don't read *Latitude 38* for information on Northwest cruising — we have 48° North, Nor'Westing, etc. These publications reflect local color, Northwest boats and Northwest people. I've gained a lot of local knowledge and improved our sailing with the help of these magazines.

My point is this, if you want Northwest color subscribe to Northwest 'pubs'. If it's East coast color you want, get East coast pubs. Don't spoil the Bay area flavor of *Latitude 38* by trying to cover the entire west coast of the United States. Keep it simple, keep it honest, just keep it the way it is!

P.S. Contrary to what your sun-fun readers may think, we sail 12 months a year up here — lots of woolies for sure, but we're out there!

Chris and Glenda Eliassen  
Skoal, Coronado 28  
Coupeville, Washington

Chris and Glenda — We certainly have no pretensions of being anything other than a Northern California sailing magazine. However within that context we certainly feel compelled to cover anywhere our racers and cruisers go. Since they cross the waters of virtually the entire world, by necessity — and inclination — "We go where the wind blows".

## DEAR MARGIT, AN OPEN LETTER TO BCDC

Margit, I enjoyed being exposed to your viewpoint on the liveaboard situation in the recent *Latitude 38* interview. Unfortunately I cannot agree with much of it.

I have lived on a cruising sailboat in a west coast marina for eight years, and will limit my comments to the liveaboard (non-houseboat) community.

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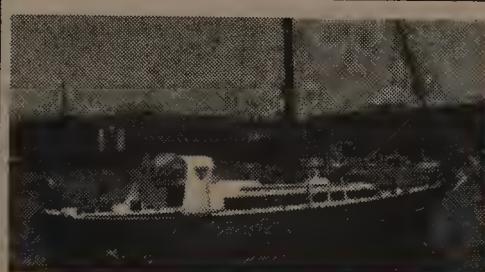
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# LETTERS

Why does the BCDC propose to create a problem where none exists? The percentage of effluence dumped into the Bay by liveaboards is infinitesimal in relation to what is left behind by thousands of weekend boaters and native marine wildlife.

Are we planning to legislate the seals, fish, seagulls, crabs, barnacles into using approved sanitation devices?

Most liveaboards are environmentally aware. We live close to the marine world, and have no intention of damaging something we care about.

We are not without shower and toilet facilities. Virtually all liveaboards are located in marinas where such facilities exist. It is no more inconvenient than using a toilet at the end of the hall in an overseas hotel.

Liveaboards do use these shore facilities for two reasons: 1) We don't want to damage our marine environment, and 2) a marine head (toilet) is a cramped, complicated mechanism complete with pumps and valves, and simply it is easier to go ashore and use a normal toilet.

Your question about not getting any feedback from harbormasters and marina owners really made me chuckle. In the last ten years that group of people has been unbelievably harassed, badgered and tormented by bureaucratic agencies, and you wonder why they don't respond! The red tape and conflicting and overlapping jurisdictions involved with just maintaining an existing marina is staggering. Look for example at the nine year ordeal of a local harbor just to get a dredge permit.

The original ideals, concerns, and victories of the BCDC were magnificent, but let's not let it get out of perspective.

In our society the pendulum always swings both ways. We may be very near that point of return.

Paul Roberts  
San Francisco

## BROADSIDED

Last month while visiting the Bay Area from Port Angeles, Washington, and lying at anchor just west of the Sausalito channel in front of Zack's, we were broadsided by a 45-ton schooner.

The boat, I'll call the "Sleeping Dumbo", caused our little six tonner to ricochet like a sure shot into the corner pocket. Now granted it was 5 p.m. with 2,000 miles visibility, and the skipper, I'll call Captain Crud, only had four people on the bow for look outs. Anyway the damage was relatively light: smashed stanchion, splintered teak toerail (his martingale see-sawed along it for four feet), flattened mast step, ripped sail cover, exploded boom crutch, and jangled nerves. When we calmly screamed "How the hell did you do this?", Captain Crud yelled back, "Well we didn't do it on purpose." Of course that explained everything.

Now since we're from Washington, and don't really know the rules down here, we called the Coast Guard. They said the Sausalito Police had jurisdiction. The police, after much thumbing through manuals, finally admitted that they did, but said they couldn't come out to look at the damage because they didn't have a boat and wouldn't ride out in our eight-foot pram.

The purpose of this letter? Nobody is in charge in the Sausalito Harbor. It is every animal for him or herself. The 30-knot speed boats freely mingle with the quarter knot sailboarders and the even slower target boats (those like us who naively lay at anchor). Imagine if you can the ugliness of a 30-knot collision — could ruin a lot more than your afternoon. Why have a 5-knot channel speed limit if it's totally ignored and never enforced?

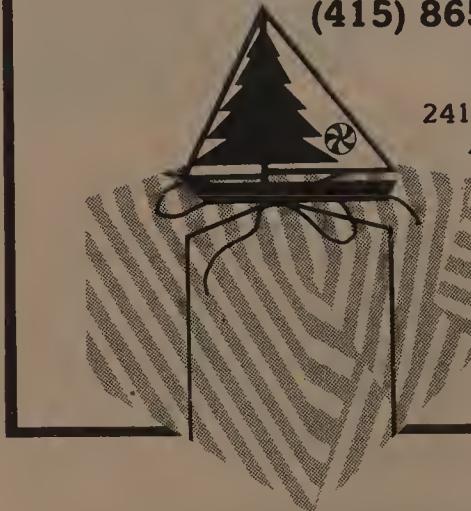
Oh, one last thing. Although the above may not sound like it, we have thoroughly enjoyed the Bay Area and even Sausalito. We have

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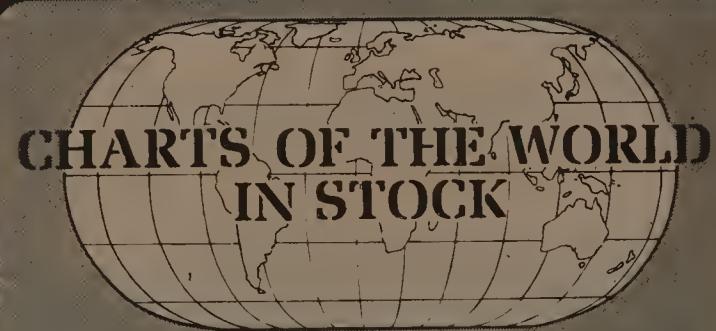
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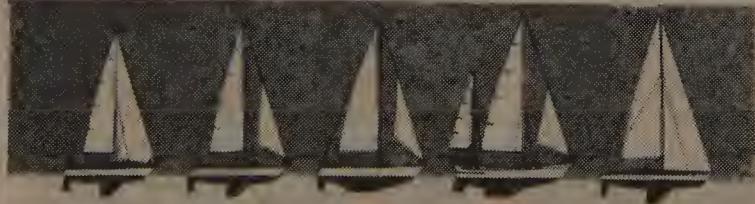
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**HENRI WAUQUIEZ**

# LETTERS

been treated kindly by everyone we've met, and the sailing truly is magnificent. I would also like to thank Peter Lamb, who beside being an extremely gifted shipwright, is also a wonderful person. He repaired all our damaged woodwork, and said he'd get his money from Captain Crud.

P.S. Enjoy your magazine and read it from cover to cover whenever we can get it.

John Hart  
aboard Dancer  
Port Angeles, Washington

## □ SUPPORT, ENTHUSIASM, AND KINDNESS

In listing what went right in my solo circumnavigation in my Valiant 40 *Fantasy* as a contestant in the BOC Challenge, I neglected to mention the vital role played by West Marine Products.

Early on in my preparations, Geoff Eisenberg, vice president of West Marine, agreed to supply my marine parts and equipment needs at their usually excellent discount terms. Peter Reynen was assigned by Geoff to work with me. Over the months both Geoff and Peter exhibited massive reserves of patience as I vacillated over this block or that block, this line or that line. They shipped promptly with accurately filled orders and were no end of assistance in helping me make the right decisions.

Inevitably, with literally thousands being spent on the total race preparation, I got behind on my bill with them. Again, this time in the person of Jan Davis in accounts receivable, West Marine was patient and understanding.

I am pleased to take this opportunity to thank all of them at West Marine for their support, enthusiasm and kindness.

Dan Byrne  
Santa Monica

## □ WE'RE GLAD SOMEBODY WILL STILL GO TO SEA IN ONE

The 1983 TransPac presented me an opportunity to meet two couples that probably will go untouted — at least until 1991. They represent a great deal of what the spirit of yachting is all about.

Associated with the pre-race preparations and delivery of *Montgomery Street*, I met Jim and Lois Denning, the owners of *Montgomery Street*. I've never met more congenial, hospitable hosts. My hat is off to Jim and Lois for taking care of their people right.

An even more pleasant surprise was meeting Laurie Timpson and his wife Mary Lou, owner of the TransPac yacht *Flasher*. Although I was in no way connected with *Flasher's* campaign, Laurie made available lodging (on his boat, in his crew condo, or in his own personal condo), personal assistance, and above all, showed up with a car (I forgot how nice these contraptions can be) to drive me around Honolulu and the Ala Wai for provisioning, assembling gear, and basic repairs prior to the delivery departure of *Montgomery Street*.

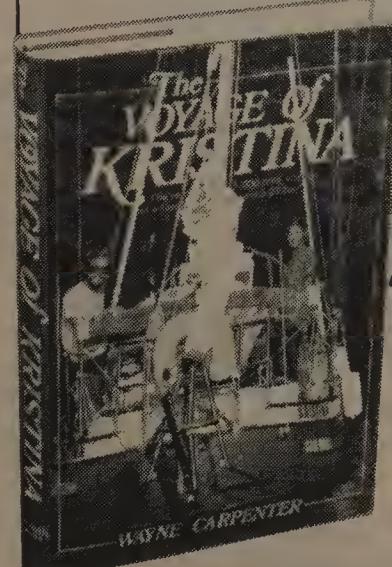
While I'm sure the use of his crew's housing was based on the assumption that *Flasher* would be finishing ahead of *Montgomery Street* — an assumption that cost Laurie a few drinks — the offer was a perfect example of the comradery existing during TransPac. If anyone has any leftover pats-on-the-back, the Timpsons and Dennings sure deserve one for their efforts; they certainly get one from me.

Dennis Rinehart  
Sea Breeze Yacht Club  
Oakland

Readers — *Montgomery Street* is a Cal 40. At her current clip, *Montgomery Street* will set the record for having competed in the

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— Joseph E. Brown, Editor  
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# LETTERS

most TransPacs in the 1991 race.

## □ SOME GOOD SERVICE, SOME BAD

I would like to take this opportunity to inform the cruising fraternity about difficulties that I have been experiencing with my liferaft and the Zodiac company in the United States.

For the past six months I have been trying without success to solve a problem with my Zodiac MP6 liferaft. Recently, after numerous phone calls and letters, the company promised to replace free of charge, the operating head of the CO<sub>2</sub> cylinder. That was confirmed to me and to a liferaft servicing company in San Francisco. But when Zodiac received the raft, for reasons beyond my knowledge, they changed their mind and told me that I would have to pay for the cylinder and other services. Nothing was free anymore.

Through conversation on the phone, I found out that this specific type of operating head has been causing problems in the past, and it was recalled to be replaced by a better unit. Why they refuse to do it now, I don't know.

I have been cruising seven years with that equipment. It has been inspected regularly. Last year I decided to ask the French Navy service people in Tahiti to really test the CO<sub>2</sub> cylinder by pulling on the cord. Nothing worked. I then realized, after 31,000 miles on the ocean, including many passages, that the liferaft would probably have never inflated. It was a scary thought.

The cylinder was repaired, inspected and refilled. When I arrived in San Francisco, I had it checked again only to find out that the CO<sub>2</sub> had leaked and the cylinder was empty.

How good is a liferaft if you can't inflate it?

It is a big surprise to me that Zodiac does not stand behind its product and its promises. On top of that, they have never answered any of the letters that I have sent them.

On the positive side, I want to mention the excellent help I have received from Willard Marine of San Francisco and Scanmar Marine of Sausalito. These guys did everything they could to solve my problem. They know what service is all about.

The subject of liferaft is a touchy one because it deals directly with lifesaving. Also for the money involved, one should expect at least the raft to operate properly.

Real Desrosiers  
Sausalito

In a follow-up telephone conversation, Real reiterated that Willard Marine in San Francisco did a superb job of provisioning and repacking his liferaft, and that Scanmar Marine of Sausalito, a newly appointed Zodiac dealer, went to great lengths attempting to see that Zodiac did Mr. Desrosiers right. He has nothing but praise for those firms.

Real, who was one of the several people who showed slides at Latitude 38's Cruising Kick-Off Party, left the Bay Area in the middle of October to spend a season cruising in Mexico with his wife and child.

## □ SOME THINGS NEVER CHANGE

At the end of the Windjammer Race coverage you wondered if anyone knew "how old" this race is. I'm not sure of that, but I have seen movies of the 1933 event taken by my former father-in-law.

This black and white film is part of the Nash family archives, and shows the start late on a foggy, windy, wet Friday afternoon. As they are sucked out the Gate on a big ebb, the camera pans from Lime Point east past Alcatraz and around to Lands End. These hills are still barren of any construction and ferry boats can be seen criss-crossing the Bay busily in the background.



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- ★ Are there adequate day and night signalling devices aboard? (two dozen)
- ★ Have you recently checked your compass for accuracy?
- ★ Is there a bosun's chair aboard?
- ★ Have you checked the condition of your standing and running rigging aloft and on deck?
- ★ Has the engine been serviced recently?
- ★ Are there spare parts: belts, hoses, fuel filters, fuses, spare packing for the packing glands?
- ★ Do you have a high capacity manual pump aboard — operating properly?
- ★ Are there fluids aboard to replace used oil, coolant, grease, transmission fluid?
- ★ Have your fire extinguishers been serviced?
- ★ Do you have up-dated charts, coast pilots, sailing directions aboard?
- ★ Do you have man-overboard gear? A strobe?

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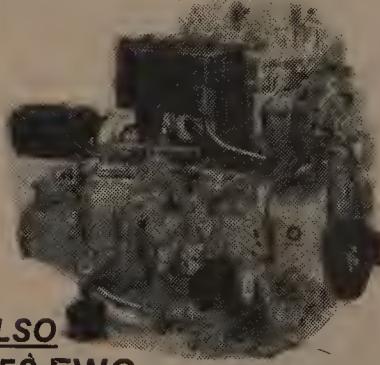
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# LETTERS

This part of the film was shot from aboard Lester Stone's yacht, the old *Marilen* I believe. The crew included Harold Martin, his son Gordy Martin, skipper Stone, Norrie Nash, and possibly Jack Ehrhorn who worked for Lester.

After a long night's passage the scene shifts to the trophy picnic in Capitola. Victorious skipper Stone, who had lots of brown curly hair in those days, is shown surrounded by hardware and smiling young ladies. This part of the footage is captioned "Lester Stone, Lester Stone, why don't you leave the girls alone?"

Sailors come and go, but fortunately they don't change!

Jocelyn Nash  
Richmond

Jocelyn — We're told that the first Windjammers was held in association with the founding of the Santa Cruz Yacht Club in 1929.

## □ THANKS TO PATRICK, IT WORKS

We have enjoyed *Latitude 38* since we purchased our first sailboat six months ago. Being novice sailors we welcomed your Crew List publication. I am happy to let you know we found a super skipper, Pat Patrick from Red Bluff, on your list.

We cruised from Oakland to Newport, Oregon, encountering heavy fog, rough ocean and frequent clear skies. The teaching and experience was great, thanks to Pat and *Latitude 38*.

Marge Middleton  
Marysville

Marge — Thanks for the good words.

In the early years of the Crew List there seemed to be more bad comments about the program than we'd have liked, but this last year it seems to have been particularly successful. We know of quite a few people who've gotten on racing boats, people who've gone on long cruises, as well as boat owners who have located dearly needed crew. But that's not all, we know of at least two couples who have told us they are getting married as a result of meeting at the Crew List parties.

## □ IF IT REALLY EXISTS

In the October issue, Max Ebb describes a chandlery that sounds too good to be true. If it really exists, could you please tell us the name of the place?

Seth Curlin  
San Francisco

Seth — Gee, we don't know. Maybe someone will write in and tell us.

## □ I'LL TELL YOU

In the October issue Max Ebb described what a great place our funky old chandlery is.

For those who don't know who or where we are, it would be nice if you could tell them that it's The Boater's Friend at 1822 2nd Street, Berkeley, California.

John Tucker  
Berkeley

John — But who and where is Max Ebb?

## □ I TAKE THAT BACK

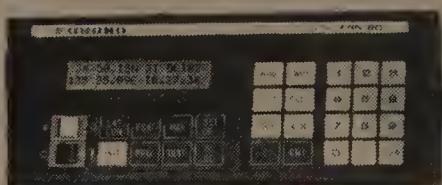
In our first interview you quote me as saying that Omar Darr had not owned *Wanderer*, and that he sailed her only briefly. I was in error, and Omar and I would appreciate it if the record could be cor-

# Furuno Navigators see what Quality is all about



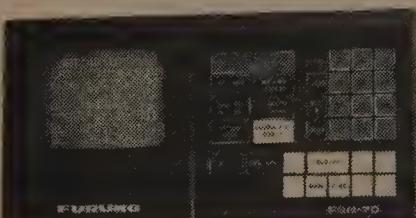
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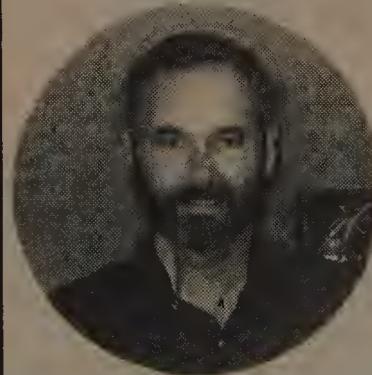
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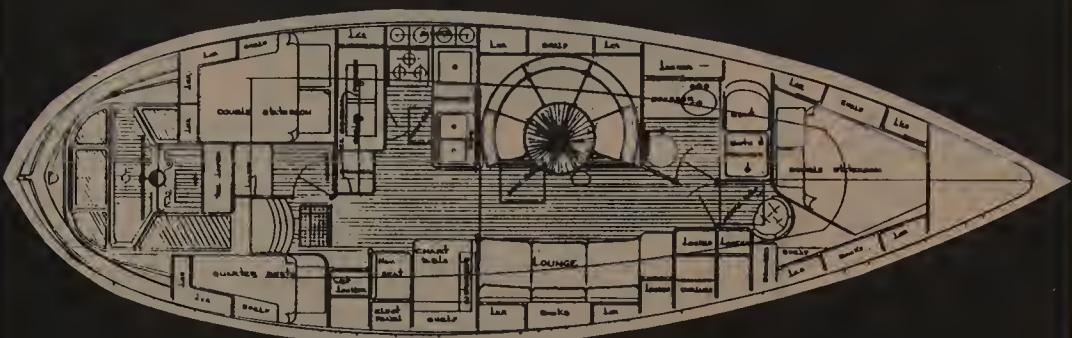


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**FACT:** Boat Alert reduces insurance premiums

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## LETTERS

rected!

I visited with Omar and Harriet not long after you published that interview, and we all enjoyed it. Omar pointed out that he had in fact owned the vessel, and had sailed her for over five years between San Francisco and Samoa, as well as points in between.

I apologize for my inaccuracy and hope you can put it right in your ineffable fashion!

"Commodore" Warwick Tompkins  
Tahiti

Commodore — Here's a photograph of Omar that was taken



DOUGLAS WILDE

Omar Darr and the capstan from *Wanderer*.

about a year ago in Bora Bora. The photograph within the photograph is of *Wanderer* headed out under the Gate. The photograph is resting on one of the capstans that was salvaged from the *Wanderer* when she was wrecked in the South Pacific by a later owner.

*Wanderer* is perhaps most famous as being the vessel actor Sterling Hayden used to 'kidnap' his children and take them from Southern California and to the South Pacific. Sterling wrote about it in the book called *Wanderer*.

### □ OUR SOLUTION

Prior to seeing your October issue several of us had decided on the following to address the problem of the few Rude, Reckless Racers (RRR: A racer who, in disregard to rules of the road, endangers another vessel). We believe that a few disqualifications and/or denied event permits will correct the problem.

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# LETTERS

We make every effort to avoid, yield, and not impede any vessel as a matter of courtesy — whether they are involved in competition or not. In the future, when we have done our best, or when we are blocked by a 'privileged' vessel, a 'burdened' vessel approaching closer than 500 feet will be considered an endangerment to our vessels and occupants. Owners of such vessels can expect complaints to the race committee and the Coast Guard against them and their sponsors.

Anyone who believes they have been endangered by a vessel failing to yield can complain to the race committee and the Coast Guard. Complaints could result in a fine for the skipper and future denial of permits for the sponsor. Complaints or your input on this issue should be sent to: Commander B, 12th Coast Guard District, Government Island, Alameda, California 94501, RE: Endangered Vessel Complaint, (415) 437-3309.

Thank you, *Latitude 38* for your excellent mag. We've found it to be an unequaled source of information, and appreciate your efforts to publicize issues affecting the boating community. Your interview with BCDC was especially informative and should alert boaters to the unending urge of the Bureaucracy to 'close the gaps of non-regulation'.

Name withheld by request  
Santa Rosa

Name Withheld — It sounds like an entirely reasonable plan to us.

## THE FRAMEWORK OF LOUTISH BEHAVIOR

As one of the "loutish North Bay Yachties" [Letters, Volume 76, Page 63], I am not above legitimate criticism and I hope I'm open-minded enough to appreciate other points of view. However, before I accept criticism as legitimate, I find it necessary to analyze the framework as well as the content of the critique.

In this instance it seems that a search for peace and quiet led the complaining *Mariposa* to two harbors, each located at the ends of the flight paths for San Francisco Airport, one of the nation's busiest. The third choice for a port was downtown San Francisco, adjacent to home base for one of the loudest Dixieland bands in the nation. These hardly seem rational choices when one is seeking quietude.

Secondly, the assumption that one's specific choice of milieu constitutes the only acceptable choice and that those who choose otherwise are to be considered rude or "loutish", seems arrogantly shortsighted to me. At the least it hardly serves as a substantial base from which to criticize.

Perhaps the *Mariposa* should investigate the joys of the truly quiet anchorages around the Bay. When I want to get away for a "quiet" weekend I go to a mooring on the east side of Angel Island or over to Clipper Cove at Treasure Island. These are both but a short sail from where the *Pride of Baltimore* berthed. For an even more tranquil overnight I like the Marin coast from McNear's Beach up to China Camp. A pleasant spot closer to the main portion of the Bay can be found at Pt. Chauncey off Paradise Beach.

Perhaps I am old enough to know "all the verses" to some rather archaic tunes, but fortunately I'm also young enough to join in the fun whenever I find that what I had planned does not correspond with what is actually happening. I find that most of my friends and acquaintances tend to a more active use of their respective boats and when they need a quiet time they go where it can be found.

Most significantly they don't seem to find that people who are enjoying themselves such "rowdys", "louts", or "klutzes" as to warrant immolation for the sake of a night's sleep. As has been said so many times, this Bay is big enough for all of us. It is also diverse enough that each of us may find what we like if only we take the time to look

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# LETTERS

for it.

P.S. All my children have long since learned all the verses to dozens of old songs. A song fest onboard with the "kids" helps relieve their boredom on long passages while I enjoy the "sailing".

A singing North Bay Rowdy,  
Bill Molin  
San Rafael

## □ MORE FOR ALLAN WELLS

In your September issue you published a letter from Allan Wells where he asks how far off one's actual position can be from one's assumed position. Since there are a number of variables involved, the answer has to be, it depends . . .

Mary Blewitt, in her marvelous little book, *Celestial Navigation for Yachtsmen*, points out that on a winter morning, when the sun is 12 degrees in England, it is also 12 degrees at the Caspian Sea, Madras, the South Pole, Chile, British Guiana, and at the Azores. If one has not bothered to keep track of one's dead reckoning position, I guess it would be possible to be in any one of these places. Of course, to complete a celestial positioning, one must begin from an assumed position, and most of us would say it's fairly unlikely that the assumed position would be in England while the actual position was at the South Pole.

But Wells prefacing his question with the statement that the pre-computed altitudes taken from "the tables . . . represent a very large circle around a G.P. (geographical position) of the selected heavenly body . . ." It is the line of position, not the altitude, that represents the very large circle. Mary Blewitt's book makes all this clear and is on the bookshelf, in case Wells wants a firsthand explanation.

P.S. I like your technical articles, especially those on navigation and radio. I have heard that Marine SSB takes a lot more power than Ham. Could some expert touch on this in a coming article or letter?

Bob Leishman  
Pasadena

Bob — The folks at the Ham Radio Outlet in Oakland tell us that the SSB unit that puts out 100 watts out the back should consume no more or less energy than a ham radio that puts out 100 watts out the back. Furthermore there is nothing intrinsic in their operation that should make for any difference.

Old SSB's, the ones with tubes, were far more inefficient and require more power than the new ones, however.

## □ WHERE DO YOU FIND GOOD CREW? ONE ANSWER

I wish to thank you for the Crew List parties. It was at these two parties that I made contact with Lorena Vernon and Bobbi Paley to crew the 1983 SYRA season. We won eight out of fourteen races to become SYRA season 'champions! Greg Megowan and Patrick McMann were also on my winning crew.

Thanks again and see ya at the next Crew List party.

Darryl Coe  
Venture 24 Windsong

Darryl — Applications for the new Crew List will be in the January Boat Show issue. The Crew List parties will be held about three months later, one in Marin, one in the East Bay.

## □ SPANISH FOR YOTTIES, NO PROBLEMA

I'd like to put in a plug for a very worthwhile experience (that too, but not here).

The other day we were sipping a few and discussing the attributes of white sand beaches and Cuervo. It was brought to our attention

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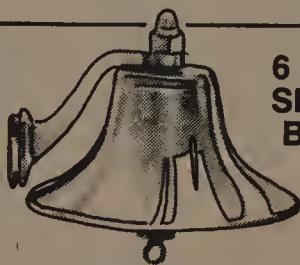
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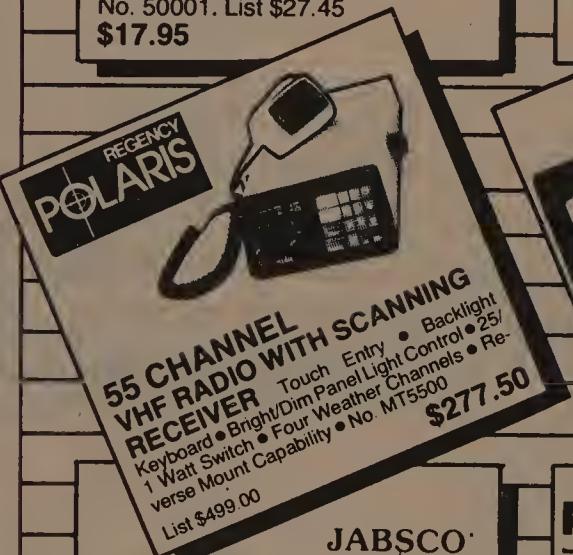
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# LETTERS

that one of the liveabards had a solid background in Spanish — Jan Lee. She had done research in Spain and Mexico and been a translator for several large firms here in San Diego. After some arm twisting, she agreed to put together a comprehensive course in Spanish specifically designed for cruisers.

One of our requirements was that you must be able to use what you learn immediately. About 15 people have just completed the course and it works. If you want to survive in Mexico, have no knowledge of Spanish or just want to brush up, check this out! There's a flyer at Pacific Marine Supply or call Jan at (619) 222-1186, P.O. Box 1617, San Diego, California 92112.

The class takes about 24 hours and includes a study guide, nautical terms and other literature. The cost is \$35.00. If my high school Spanish could only have been like this . . .

By the way, do you have a yate, a buque, or a barco? If your answer is you sail it, give it to your girlfriend, and drink it, you better take the course.

Cabo for Christmas — (El Nino permitting).

Bill Robertson, Jr.  
Coronado

## □ FLAGS AND ISLANDS

In your last issue you raised the question of finding a way to identify yachts which are engaged in racing on the Bay from those that are simply cruising.

May I suggest a simple system, which worked very well on Lake Geneva in Switzerland where I raced and sailed for many years. There all racing yachts were required to fly a red flag or pennant hung from the backstay while racing and the rule was enforced by all the sponsoring racing entities along the Lake.

This system worked very well as it was common knowledge among boaters who most of the time remained clear of boats with red flags as a matter of courtesy.

P.S. I left my 30-ft Scampi sloop Grey Poupon in Puerto Vallarta this spring and plan to take it down to Costa Rica via Cocos Island in November. Have you by any chance published anything on Cocos Island in the past, and if so would you be so kind as to send me a copy?

P.P.S. Congratulations to your great magazine and gifted writers. You are far and way the best yachting mag I have ever come across.

James Grey  
San Francisco

James — We can't recall publishing anything about Cocos Island, although we do remember talking to people who have really enjoyed trips there.

After you've done the trip, we'd enjoy hearing about it, as well as how leaving your boat in Puerto Vallarta for the summer turned out.

## □ NOT GOING TO TAKE IT

This letter is to inform you all at *Latitude 38* and all Bay Area sailors, of the fraudulent practices of the publication *Caribbean Boating*.

In March of this year, upon the endorsement of *Latitude 38*, I naively sent \$20 for a one year's subscription to *Caribbean Boating* (of which I have my cancelled check), and was sent two issues. After a two-month wait for the next issue to arrive, I sent three letters requesting that my subscription to be continued, without acknowledgement; then a phone call, at my expense, to their office, requesting the same.

I then received three issues, the last one being the May 1-15. Since then, I have written an additional five letters and phoned two more



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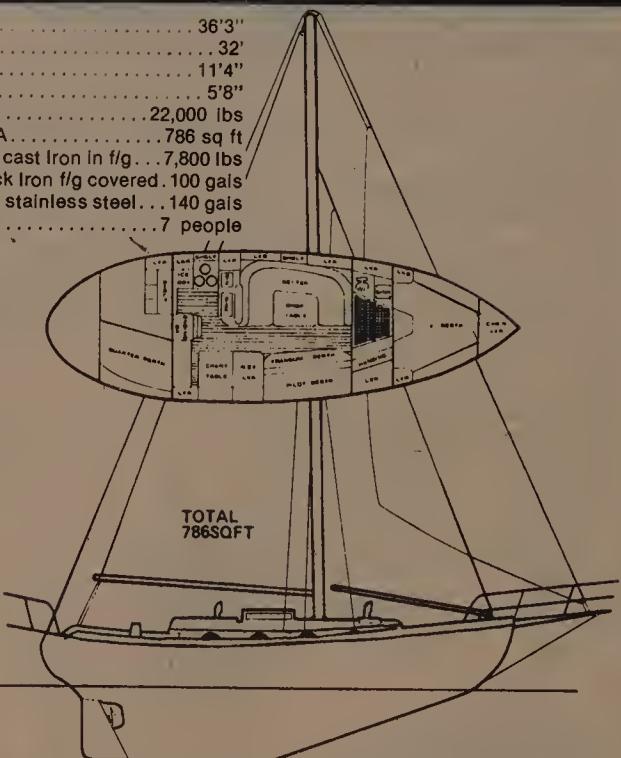


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L.W.L. .... 32'  
BEAM ..... 11'4"  
DRAFT ..... 5'8"  
DISPL. .... 22,000 lbs  
SAIL AREA ..... 786 sq ft  
BALLAST: cast iron in f/g. . . 7,800 lbs  
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**Thanksgiving Weekend**

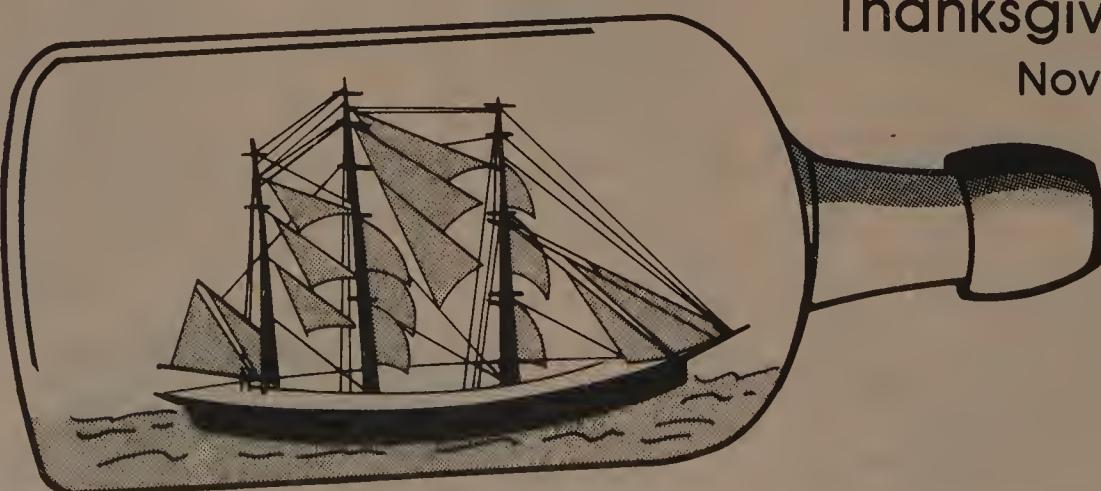
November 25, 26 & 27

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# LETTERS

times, each time being assured that my subscription would be continued (the letters were not answered). Well this is August and I haven't received a thing. I can only now appeal to the Better Business Bureau.

If *Latitude 38* is going to endorse such a publication on their own, I would suggest that they first observe the business practices of such related companies, as they are obviously a firm employing negligent practices. After all, your reputation is at stake in this, too. (I will think twice before acting upon your endorsements). Also, may your readers be hereby forewarned of this rip-off! If you are interested in receiving this issue, buy it off the news stands — don't be a chump!

An avid sailor, I remain,

John W. Stinson  
Lompoc

*John — Jim Long, owner of Caribbean Boating, reports that he's had a lot of complaints since they switched to bulk rate mailing. He says he tried to contact you twice by long distance, but even after getting the number couldn't get you because of your special circumstances. He says he sent a full refund.*

We still recommend Caribbean Boating for those with a Caribbean soul, but have to caution you that the mail service to and from the Virgin Islands is the worst in the world. Well, the United States anyway.

## □ I DON'T KNOW ABOUT MY FRIEND'S FRIENDS

I recently returned from a sailing trip in the Caribbean with my long-time friend Bill Collins. He asked me to inform you and your readers that he is still afloat and seeking new adventures in the Virgin Islands.

While I was there our base was St. Thomas, and our mooring spot was located between the Stryker brothers, Warren and John. Both of them sailed out of San Francisco for many years.

I enjoyed meeting Warren and I thought he was a nice fellow until one evening Bill and I were in our dinghy and Warren in his dinghy. Warren's has no sail, but a motor, and he tried to run us down.

Bill seemed to understand and think it funny. I never did. I eventually decided there was background to this episode which I didn't have. Perhaps you can explain.

Ron Bernard  
San Francisco

*Ron — An explanation for the rundown incident? It's pretty straight forward, really. Warren's basically a mad dog who likes to have a good time. After knowing him for a while — as Bill Collins has — you learn to enjoy that kind of stuff — as long as you don't get rabies. If you'd like to sue Warren, contact his brother John, who is practicing law in the Virgins.*

## □ NOTHING IS FOR CERTAIN

The last cruise of 1983 of the Sausalito Cruising Club was scheduled for and held the second weekend of October. Plans were made well ahead to go to Half Moon Bay. The cruise leader telephoned weeks in advance, only to be told "no reservations are accepted at the Marina — first come, first serve", but reservations should be made at the Shore Bird restaurant for dinner.

The week before the trip, when the number going was pretty firm, the Shore Bird was called. We were told "no reservations on weekends", but that there would be no seating difficulty about 6 p.m. We arrived before 6:30 to be told there would be a 1½ hour wait, and no one was authorized to say otherwise on the telephone. Our party of 24 went down the street a block to the Princeton Inn, where

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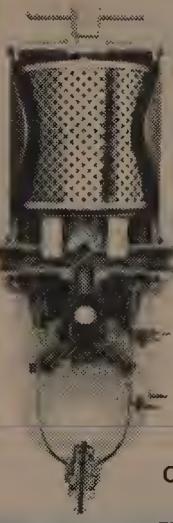
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# LETTERS

we were immediately seated and served very well.

We felt that your readers might be interested to know in the event they would like to plan a trip to Half Moon Bay. It was a great weekend sail.

Lowell Jett  
Mill Valley

Lowell — We thank you for sharing that information.

## □ THE POWER OF DISPLAY ADVERTISING

Realizing that display ads are more memorable — to a publisher — than mere Classy Classifieds could ever be, it is not surprising that your reply to David McElroy, who seeks a solar still, would refer him to Svendsen's offer of a water maker. However, I still have a few of the solar stills I advertised in the business classifieds a few months back. \$35, tax and delivery included, from Seaventure, 2415 Mariner Square, Alameda, CA 94501. Last time I was in San Diego I checked Pacific Marine Supply. They also had some for \$75.

Keep the wind behind you.

Peter Jowise  
Alameda

Peter — Having had run a business Classy Classified for them we could only assume you sold them all. Sorry.

But we think you have to admit the development of a small water maker with manual operation capability is pretty interesting.

## □ TWO QUESTIONS:

1. If one uses translucent vessels/containers for water storage during a passage, can sunlight generate any sort of harmful bacteriological growth in same. Simply, do any cruising folks have comments on the best means of storing this invaluable liquid?

2. Several issues ago you mentioned that Robin Graham's Dove, the Lapworth 24 was being sailed back to Long Beach. I'm curious if she finally made it back and, additionally, if those who sailed her — or are still — would write an article for us.

Finally, an admonishment: more singlehanding articles!

Allan Wells  
Berkeley

Allan — We have an aft watertank, the connecting hose of which sees the light of day just a little. That bugger gets all fouled up and breeds man-eating algae sharks. They are harmful. The solution to them, and water in translucent storage tanks, is to treat the water with a little Clorox or something. Stop by the cruising seminar at the Encinal YC on November 13 and you're sure to get lots of suggestions.

The young couple that purchased Robin Graham's Dove eventually decided not to sail it back to the States. It's still down in the Virgin Islands.

We've heard that Robin himself is thinking of leaving his place in Montana for a while to teach sailing and do charters in the South Pacific. We'll let you know if we find out for sure.

## □ THE SAILING ILLINI

A friend of mine has a 60-foot Morgan in which several of us intend to sail from Ft. Lauderdale to Tahiti in the late spring of 1984. The owner of the yacht, Elmo Franklin, has acquired nearly all of the available charts known to him relative to this trip. Still missing are detailed charts which described the depths, anchorages, services available, harbors and harbor entrance passageways to the Galapagos Islands, the Marquesas Islands and the island of Tahiti.

We would very much appreciate it if any of your readers who have

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| L.W.L.   | 31'3"       |
| BEAM   | 12'6"       |
| DRAFT: board up                                    | 5'0"        |
| board down   | 9'1½"       |
| fixed keel   | 7'0"        |
| DISPL.   | 24,000 lbs  |
| BALLAST  | 8500 lbs    |
| FUEL CAP.  | 60 gallons  |
| WATER CAP.   | 160 gallons |
| SAIL AREA  | 818 sq ft   |
| BRIDGE CLEARANCE<br>at main truck<br>less antennas | 59'5"       |

#### BROKERAGE BOATS

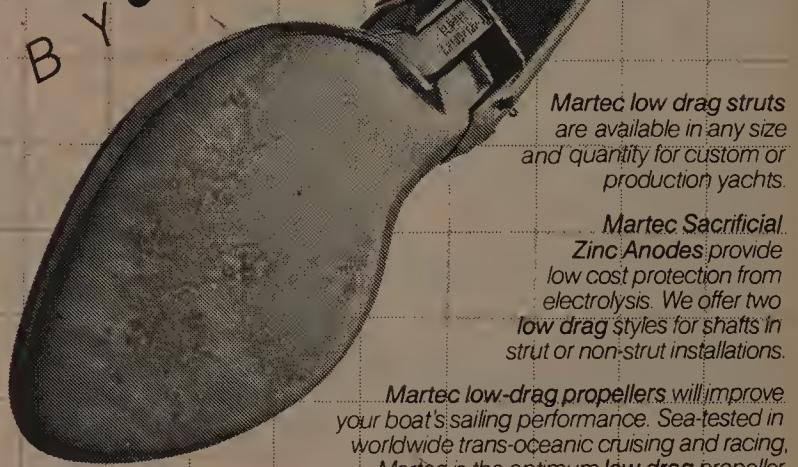
1979 GULFSTAR 47 Motorsailer.....\$215,000  
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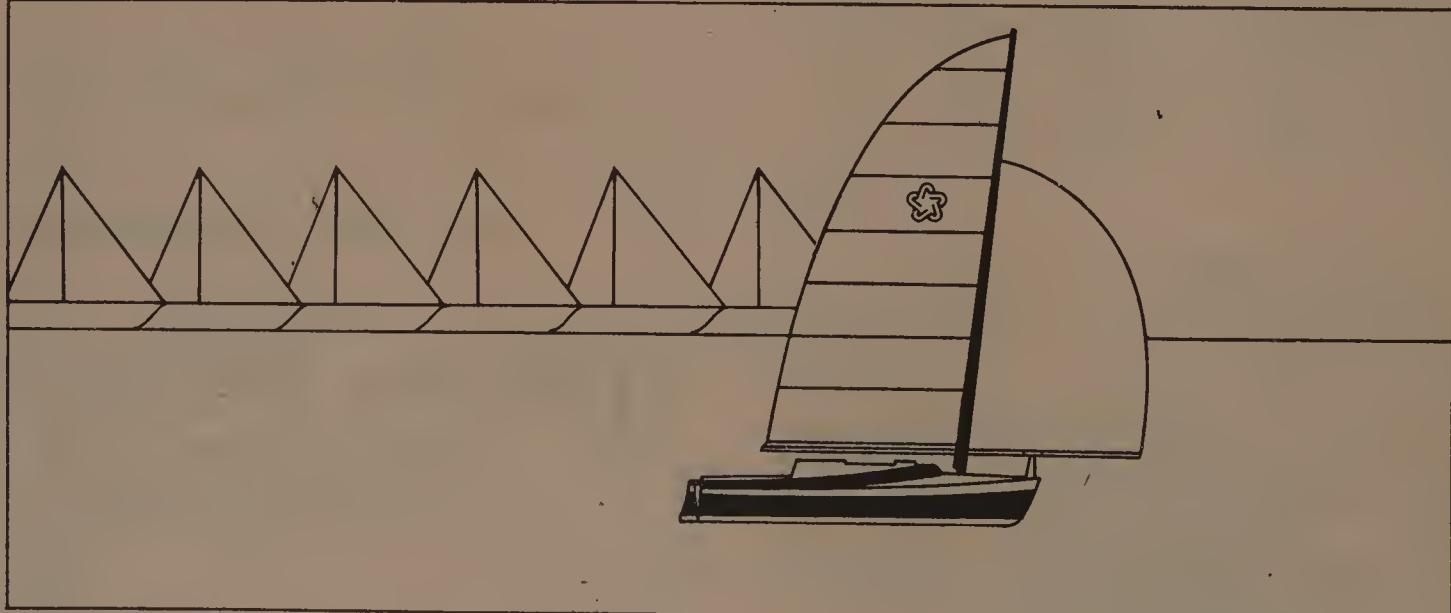
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# LETTERS

information as to where these charts might be available, advice on sailing problems, aids, weather, tides, etc., and would share the information and advice with us. I can be reached at 204 Unity Building, 203 North Main St., P.O. Box 3457, Bloomington, Illinois 61701.

We all very much enjoy *Latitude 38* and look forward to each issue. Best regards.

William R. Brandt  
Bloomington, Illinois

William — We checked in the Bay Area and found that Trade-winds Instruments in Alameda (415/523-5726) and the George Butler Company in San Francisco (415/421-8454) both carry charts for the Galapagos, the Marquesas, and Tahiti. They may have a few you have not been able to obtain.

We think you'll also find that boats going the opposite direction will often be quite willing to swap charts and private maps to supplement what's normally available.

In regards to matters such as the weather, tides, navigation aids, and so forth, you're going to get better and more reliable information the closer you get to your destination. But who knows, perhaps one of our many cruising readers — maybe in Tahiti even — will be willing to drop you a line. One caution, you'd better get a permit — and it's tough — for the Galapagos or they throw you out in a day or two. They get too many visitors.

## MOMENTOS ARE MADE OF THIS

The Ranger 26 Association agrees with you [Loose Lips, Volume 76, page 71] that momentos for the crew are a good idea. However, while the Cal 2-27 group has coffee mugs, the Ranger 26 Association prefers glasses for our drinks. Enclosed are two glasses that are this year's crew awards. Drink from them in good health and thanks for the great magazine.

David Fullerton  
Secretary/Treasurer  
Ranger 26 Association  
San Mateo

David and the Association — Thank you!

## CAN'T HELP YOU, SORRY

I have been told that the Fastnet and other recent sailboat tragedies have prompted recommended changes and improvements in sailboat design to make offshore sailboats safer. I requested a list of such recommendations from the USYRU and they sent me a copy of the USYRU/SNAME capsizing report. This report is interesting but does not contain specific design recommendations regarding sailboat seaworthiness.

Does *Latitude 38* know of a monograph on such design improvements?

John E. Kiesselbach, D.D.S.  
Woodland

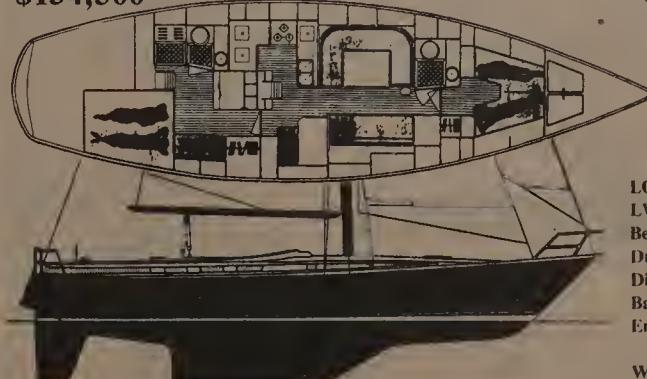
John — The tragic Fastnet Race of 1979 did prompt a number of investigations about boats, boat design and construction, and safety gear. Our recollection is that most of the investigations ended up like the USYRU/SNAME capsizing report — lots of data and very little specific recommendations. Perhaps boat designers have made use of the data in their designs since, but we doubt it.

In fact if we remember correctly, the only tangible changes as a result of that tragedy were some minor changes in harnesses and a requirement that hatchboards be capable of being locked in place

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| Draft   | 6'0"                 |
| Disp.   | 29,395 lbs           |
| Ballast | 12,000 lbs           |
| Eng.    | Perkins 4154 M/62 HP |
| Water   | 160 gals             |
| Fuel    | 150 gals             |

## CT-44 CUTTER

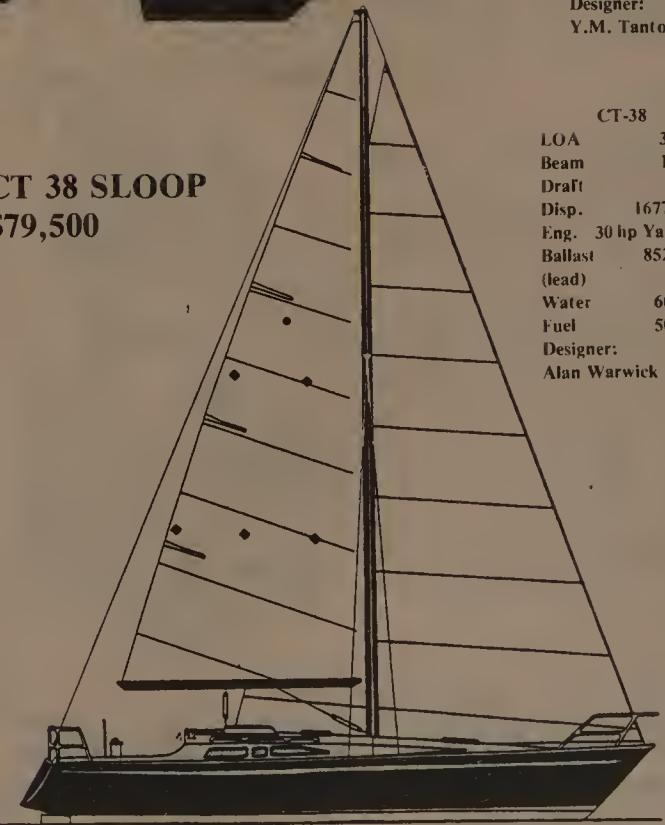
\$112,000



| CT-44              |                |
|--------------------|----------------|
| LOA                | 43'2"          |
| Beam               | 13'1 1/2"      |
| Draft              | 6' or 4'9 1/2" |
| Disp.              | 20216 lbs      |
| Eng.               | Perkins 50 HP  |
| Ballast            | 9267 lbs       |
| Water              | 120 gal        |
| Fuel               | 100 gal        |
| PILOTHOUSE VERSION |                |
| AVAILABLE          |                |
| Designer:          |                |
| Y.M. Tanton        |                |

## CT 38 SLOOP

\$79,500



| CT-38     |                 |
|-----------|-----------------|
| LOA       | 37'9"           |
| Beam      | 11'6"           |
| Draft     | 6'7"            |
| Disp.     | 16775 lbs       |
| Eng.      | 30 hp Yanmar    |
| Ballast   | 8527 lbs (lead) |
| Water     | 60 gals         |
| Fuel      | 50 gals         |
| Designer: | Alan Warwick    |

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# LETTERS

from inside the cabin.

But no, we don't know of any monographs recommending design improvements as a result of that race.

## S.O.S.

Help! I can't find a copy of any issue that has an address for the Crew List listing. I want to go south in December — preferably with a delivery or other fast passage. Or is it too late for the Crew List anyway?

Also, another help! needed — do you know of similar periodicals to *Latitude 38* being published out of Los Angeles or San Diego? I would very much appreciate getting the names of persons I could contact from either area.

Really appreciate the cruising information you put out — you folks are doing a great job!

Eric J. Carr  
Bremerton, Washington

Eric — You can get a copy of the 1983 Crew List by sending \$3 to *Latitude 38*. Next year's Crew List applications will appear in the January issue.

There are many boating publications in Southern California, none of them, however, devote much attention to cruising or have Crew Lists.

## BAY AREA BOATERS

We enjoyed your revealing interview with BCDC's Margit Hind, which appeared in your September issue. I'm enclosing copies of our new fact sheet on the BCDC live-aboard proposals and the 1982 City of Berkeley Live-aboard Report.

Like you, we found BCDC Staff Report on Houseboats and Live-aboards "really scary", but I think you'll find the Berkeley report even scarier. As a condition of Berkeley Marina's live-aboard permit, the marina must submit an annual report. The 1982 report contains the following information: the names of each live-aboard boat and its owner, the length of the boat, size of holding tank(s), who occupies the boat, and how many times the boat leaves the marina and uses the pumpout station each month. It even tells the BCDC (and anyone else who obtains a copy) whether the boat has a porta-potti and if the occupants use the shoreside restroom! (Big Brother is watching!) In addition to this information, the report explains that before granting live-aboard status to the tenant, the marina inspects the boat's holding tank and plumbing system (including dye testing the plumbing) and seals all through-hull fittings for sewage and greywater.

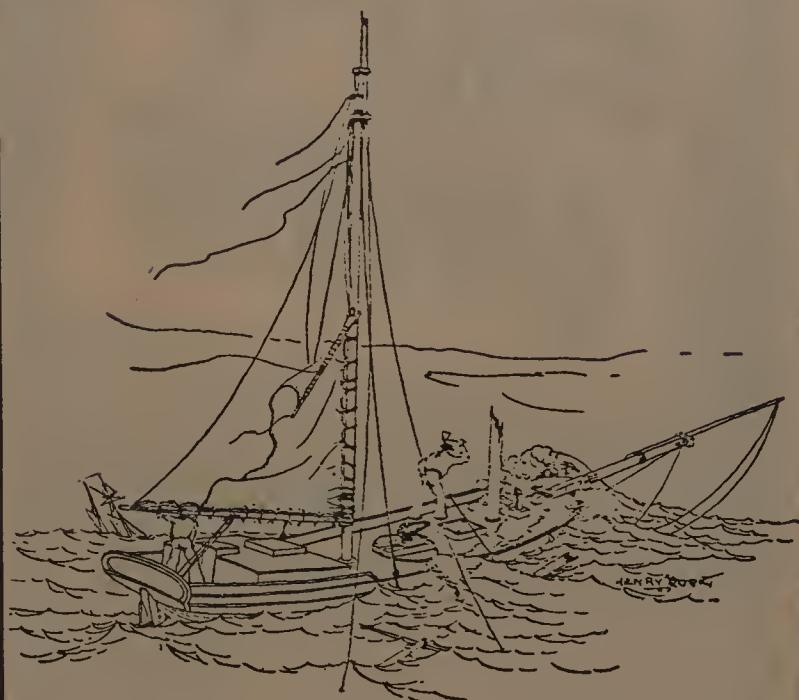
As you probably know, Berkeley is the only marina which currently has a live-aboard permit. If this invasion of privacy is typical of what law-abiding boaters and marina operators can expect as a condition of BCDC permits, the implications of BCDC's proposals are even worse than we originally thought. We note that a full 25 percent of Berkeley live-aboards cancelled their live-aboard status during the year, and have spoken to one former live-aboard who said that the harassment was simply too much to bear.

Bay Area Boaters is organizing a campaign to try to stop BCDC's proposed changes in live-aboard policy. One of the main points we would like to stress is that BCDC's proposals affect *all* boaters in the Bay Area, not just those who live aboard full time.

We are a volunteer organization of concerned citizens who are donating our time and energy to improving conditions for boats in the Bay Area. We'd like to invite all interested persons to join us.

We're planning meetings in various places in the Bay Area in the next few months. We hope to have a meeting arranged for the

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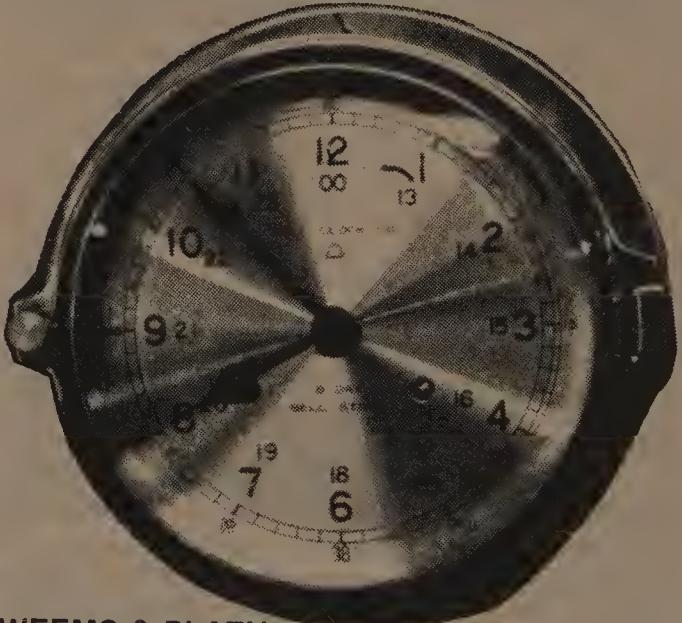
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VISA MASTERCARD

# LETTERS

Oyster Point area in November, Alameda in December, Sausalito in January and San Francisco in February. We'll keep you informed of the dates and places. Anyone interested in this issue is invited to attend.

We have been successful so far in getting the BCDC to extend the public comment period to February 29, 1984, but even this extension provides a very short response time compared with the two years BCDC took to write their report. We hope the extension has not lulled people into thinking the issue has gone away . . . BCDC will be voting on their proposals very soon.

We urge all boaters to read and respond to BCDC's shocking report, which they can obtain by calling Margit Hind, (415) 557-3686.

For further information, we can be reached by calling (415) 366-0544 or writing to Bay Area Boaters, 629 Bair Island Road, Suite 103, Redwood City, California 94063.

Thank you for your support. We'll try to keep you informed of any new developments as they occur.

Debbie Eldredge  
Communications Coordinator  
Bay Area Boaters  
Redwood City

*Update: Bay Area Boaters (B.A.B.) will be holding a general meeting at the Oyster Point YC on November 22 at 7:30 p.m. B.A.B. versus the Bay Conservation and Development Commission (BCDC) will be discussed, and fact sheets about live-aboards and the BCDC Staff Report will be handed out. B.A.B. will have a similar meeting at the Metropolitan YC on December 15 at 7:30 p.m.*

*Other meetings will be held around the Bay Area in January and February at locations and times to be announced.*

## NECESSARY BUT NOT SUFFICIENT

On your aside about the small sailmakers: have you ever reflected on the fact that 99% of North, Horizon, and Sobstad customers are losers?

The promise to customers is they will become winners should they buy the major sails. The real delineation, as I see it, for winning is: 1. crew; 2. boat and money; 3. rating; last and 4. sails.

Perhaps every ten years or so a sail breakthrough is made. Like the radial head spinnaker. The comment Sutter made about he and I developing it from a beach ball is untrue. As equally untrue as "Sutter couldn't pour piss from a gumboot if the instructions were stamped on the heel".

As the radial head spinnaker was a local development I would think it in your interest to publish it. You can have the story for free if you wish, complete with all formula, pictures and dates. All verifiable.

Hi ho.

Donald Goring  
Alameda

Donald — We've also reflected that 99 out of every 100 owners in all yacht races come up losers, which more or less renders that statistic as useless.

We doubt that anyone would quibble with your claim that crew — and perhaps boats and ratings, too — are more important factors in winning than sails. This would include sailmakers, none of which, incidentally, have we ever heard make the claim that buying new sails will guarantee winning races.

However, this is not to denigrate the importance of good sails. The boats that win over and over again in top competition spend a lot of



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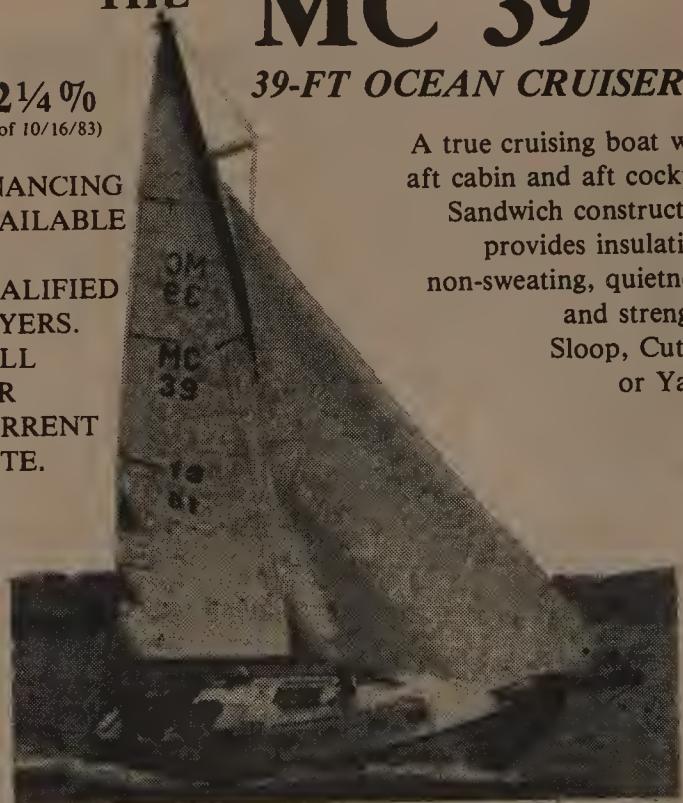
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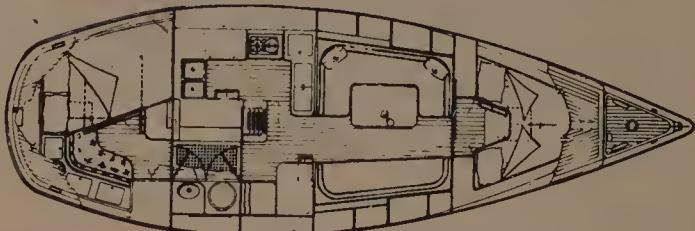
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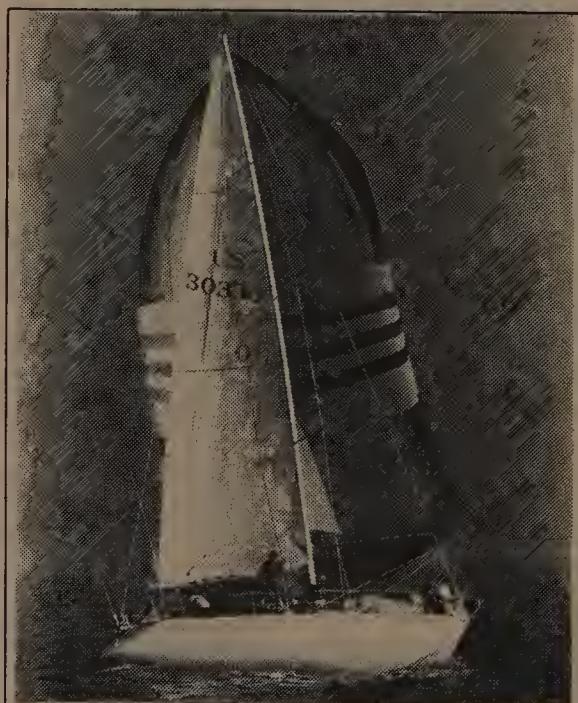


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# LETTERS

money on sails, and they don't do it to be charitable. Given the same boat and crew, good new sails will significantly outperform older, even just slightly tired sails, every time.

And while buying new sails unfortunately doesn't constitute a necessary and sufficient condition for winning races, there's a hell of a rush that comes with hoisting a good new genoa for the first time and getting the old tub pointing higher and moving faster than she has in years. It's so nice!

As for the development of the radial head spinnaker, we're all ears for your version. (Peter Sutter incidentally stands by his beach ball story, and can even show you the store in Mill Valley where he purchased them). Whatever the case, we found your "Have you stopped beating your wife yet"-type sophistry against Peter to be in poor taste.

## □ YOU MAY BE SO BOLD

I am writing in response to Roy Denner's letter [Volume 77] in which he relates his very unfortunate experience with hepatitis. I feel that your readers have been misinformed as to the appropriate recommendations for avoiding hepatitis or any other infectious disease that they might encounter in foreign countries.

May I be so bold as to point out the fact that there are indeed many things that cause hepatitis (an inflammation of the liver); including chemicals, alcohol and viruses. There are at least three types of viral hepatitis, of which only one of them, Hepatitis A, has been shown to be prevented by the administration of gammaglobulin. It sounds as if this may very well have been the disease from which Mr. Denner was suffering, though if it was indeed Hepatitis A, he probably was no longer 'contagious' at the time that he began to be symptomatic (the virus is shed primarily during the incubation period, before symptoms).

Mr. Denner also recommends, by inference, self-administration of gammaglobulin (2 mls). May I refer your readers to a publication *Health Information for International Travel* (HHS Pub # (CDC) 81-8280), available from the Superintendent of Documents, U.S. Printing Office, Washington, D.C., which provides broad recommendations for travel abroad (one of which is 5 mls of gammaglobulin for an adult more than 100 lbs., for prophylaxis against Hepatitis A for more than three months). Of much more importance, I refer your readers to their own physicians, prior to departure!!

An aside, I am still high and dry in Baltimore, without friendly Bay Area sailors and without my requested (and paid for) monthly copies of *Latitude 38*. My monthly fix has been provided by a wonderful friend, but where are you??

Kathleen Noonan, RN, CCRN  
Masters candidate MPH, John Hopkins  
Baltimore, Maryland

Kathleen — Looking back on that letter, we didn't handle it as well as we should. Mr. Denner did a good service to our readers by alerting us to a recurrent problem in Puerto Vallarta, but we should have edited out his well-intended remarks on prevention and cure. We should have known better than to offer medical advice from someone who is not a professional. Our error, and thank you for calling it to our attention.

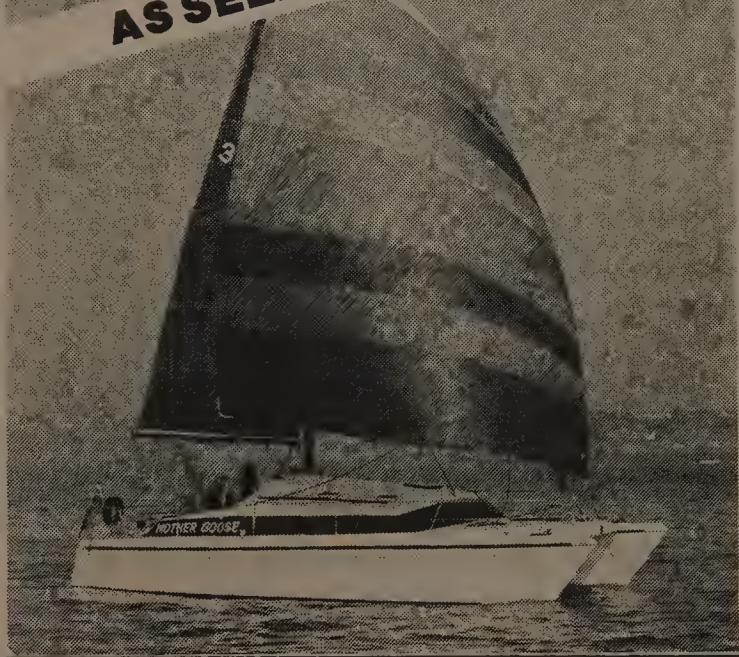
In regard to your subscription, our computer records show that the first copy of your subscription was sent out on October 12. If you did not receive it, a collect call to our office is in order.

## □ GREECE IS THE WORD

You had a fine cruising party at the Sausalito Cruising Club, but my hopes of finding someone there to tell me about cruising in the

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| 27' CS sloop, diesel.....                        | 28,500    |
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# LETTERS

Greek islands came to nothing. It seems people are only interested in Mexico and Baja, or the South Seas. If among your readers there is anyone who knows of someone sailing the Northern Sporades, or maybe the Turkish coast up from Rhodes toward Samos, who could use one or more extra crew to share expenses, in May or October next year, when the Meltemi doesn't blow, I would be very grateful if they would get in touch with me. Or if someone has dealt with a good company for bareboat or crewed chartering, and recommends them, that would be nice.

I have visited some of the islands by plane, cruise ship and by local steamers, but what I've always wanted to do is island hop on a sailing vacation, either by myself or with friends. And I don't want that dream to turn into a nightmare, or some stupid fiasco just through ignorance. My phone is (707) 763-2275 (office) and (707) 762-5215 (home). Please call collect; that's the least I could do for someone who can give me useful information.

Jeana Levinthal  
Petaluma

## □ IS IT ME OR MY MODULES?

A few months back you had an article, "The Electronic Sextant (Almost)" by Bob Perdriau.

I was impressed — I bought the HP41C with the Nav and Time modules. I have a problem — I haven't figured it out!

Would you give me Mr. Perdriau's address or give him my address?

Your magazine is chucked full of good information.

Tim Koverman  
Dayton, Ohio

Tim — Write Bob at 354 Benvenue, Los Altos, California 94002.

Thanks for the good words about our mag, and say 'hi' to Chriss Hynde if she ever stops in oh, oh, Ohio.

## □ A FINE, FINE JERRY JEFF TUNE

"...don't it always seem to go that you don't know what you've got till it's gone..."

Now that the Auld Mug represents a challenge again, we, the American sailing community, can try to get it back. How about it, St. Francis Yacht Club? Three years? Four million dollars? No problem!

We should all send our thank yous to the sponsors and team members of the *Australia II* for giving the America's Cup competition some credibility. For the first time since World War II the races for the Cup were truly a competition!

And while we are sending our congratulations "down under", let us not forget to thank and congratulate Dennis Conner and the boys for a job well done! It was a dirty job, but someone had to do it.

David Shirley  
Alameda

David — Our first reaction upon hearing the Australians had won the Cup, was that the America's Cup was all over. After all, who would want to mount a campaign all the way to western Australia? But the more we began to think about it, the more we came to believe that this stiffer challenge, this deeper adversity, is exactly what will make it all the more appealing. And Perth — which has been described as a Dodge City, what with its reported very heavy drinking, loose women, and rough and tumble atmosphere — will make a pleasant contrast to the quiche-eating boutique-ness of Newport.

Congratulations go to the Australians who took the Cup with a better mousetrap, but to Dennis Conner also, who hung on as long as possible with a slower horse.



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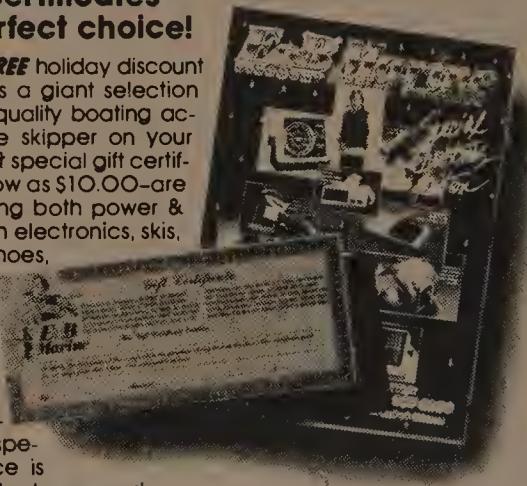
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# LETTERS

## □ BETTER SERVICE, LOWER PRICES

I would like to congratulate you on your excellent magazine. I am sure the glossier publications will watch your successes with concern!

I recently had my liferaft inspected by a firm that gave me superior service. They took time to inflate the raft in my presence and explain each item on board, and suggest additions and procedures. They even took time to find firms that could supply other items on my shopping list — and even phoned one as to their availability!

Any cruiser that can use the service of Willard Marine, 145 China Basin, San Francisco (974-6390), could pack their raft on Bus 32 from Aquatic Park, or boat it to the northwest wall of Pier 62 (10+ feet alongside).

I found their service far cheaper than estimates in Canada or Washington. It would be best to phone ahead as they do a lot of freighter rafts.

P.S. The person who lost an oar and board by Zacks in Sausalito can find it at the sailboard instructor's place next door.

Cruising south on *Kiunga II*

Phil and Deb Jones

Port Hardy, British Columbia

## □ ONE WAY TO SAY THANKS

I was recently in Salt Lake City for a conference where it was known that I have an avid interest in sailing. I asked if people sailed on the Great Salt Lake. Within a matter of minutes, a trip had been arranged by my friends, who called the Marina and asked if "anyone out there would take a fellow from California sailing?"

Within two hours, Chuck Krier was sharing the sights of their beautiful lake with a total stranger.

This gift subscription to your magazine is the best way I can think of to really thank Chuck for his generous hospitality.

Tom Hobday, Jr.  
Roseville

## □ RIP OFFS

I don't know if your readers are aware there has been a rash of rip-offs in the boating community. Six boats on one dock in Sausalito were thoroughly stripped in one night. The thieves took everything from Lorans to boats. They obviously were extremely knowledgeable, judging by the methodical way they stripped the equipment.

Since I heard of this incident quite a few other boats have been ripped off in the same area. The thieves were even so bold as to return to one boat to pick off some of the accessories they had forgotten on their first trips. They used a crowbar to destroy the front hatch to gain access.

I run the Palo Alto West Marine Products store. We have not been immune to rip-offs either. Several handheld radios were stolen from our store in the last few weeks, obviously by the same person. I assume he has resold them since I can't see why anyone would need several handheld radios. We're now forced to wire down and lock up merchandise. This is a total drag as we like customers to be able to inspect and try out the equipment in the store before they buy it.

Over the last two years we have had an ever increasing flow of boatowners replacing equipment that has been stolen from their boats. People are even robbing fenders. It appears the days when you could leave things on deck when you leave your boat are gone forever.

I have found the consideration of banishing liveaboards particularly distressing, as it seems that watchful liveaboards are one of the best deterrents to theft. It seems to me that it is up to us boaters to work on this problem. A Neighborhood Watch system has markedly cut down on household thefts, so if we all keep an eye on our respective docks

# JACK BARR YACHT SALES



## BELOW DEALER COST AT \$119,900

New CHEOY LEE 44 MID-COCKPIT CUTTER. Aluminum spars, Perkins 4-108, Barents, Lewmar hatches. This boat is a steal — compare at \$175,000.



## PEDRICK 41 by CHEOY LEE

### JUST ARRIVED

Kenyon aluminum spars, Perkins 4-108, Lewmar hatches, Giotto toe rail. Fixed keel (centerboard optional). First of the new breed of Cheoy Lees. Look it over carefully — you'll like the quality. \$120,700.

## BROKERAGE

| SAIL                  |               |                                 |
|-----------------------|---------------|---------------------------------|
| 24' J                 | Repo          | 63,000                          |
| 24' Moore             | Repo          | 43,000                          |
| 25' Pacific Seacraft  | 22,000        | 38,000                          |
| 25' Fisksatra         | 29,900        | 65,000                          |
| 26' Islander          | 24,000        | 125,000                         |
| 27' Newport           | 18,950        | 79,500                          |
| 27' Catalina          | 23,000        | 35,000                          |
| 27' Hunter            | 27,900        | 40' Cheoy Lee                   |
| 27' Cheoy Lee         | 23,000        | 77,500                          |
| 27' Vega              | 22,000        | 41' CT                          |
| 29' Ericson           | 24,900        | 41' Morgan                      |
| 30' Decker            | 13,500        | 42' Golden Wave                 |
| 30' Islander          | 2 from 26,500 | 42' Excalibur                   |
| 30' Spidgatter        | 35,000        | 43' Cheoy Lee Motorsailer       |
| 30' Catalina          | 35,000        | 43' Westsail                    |
| 30' Cheoy Lee         | 45,000        | 43' Holcomb Schooner            |
| 31' Bombay Pilothouse | 42,950        | 44' Cheoy Lee Cntr C'kpit (NEW) |
| 31' Bombay Clipper    | Repo          | 119,900                         |
| 32' Aries             | 43,000        | 48' Challenger                  |
| 34' Cal               | 34,500        | 48' Trewes                      |
| 34' Peterson          | 69,950        | 52' Cheoy Lee Motorsailer       |
| 35' Cheoy Lee         | 37,000        | 54' Samson                      |
|                       |               | 56' Seaton Pilothouse           |
|                       |               | 63' Cheoy Lee Motorsailer (NEW) |
|                       |               | 572,050                         |

2415 MARINER SQUARE, ALAMEDA, CA 94501  
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NEW FROM RACAL-DECCA

# 5kw Radars at a 3kw Price.



Instead of making tradeoffs, you can have it all...POWER, PERFORMANCE, RELIABILITY AND PRICE. The NEW Model 170, 270 and 370 radars from Racal-Decca give big radar performance in affordable 24 and 36 nm ranges. Give us a call or drop in for more information.

#### MODEL 170

Radome model  
24 nm range  
\$2995.00

#### MODEL 270

Open antenna  
24 nm range  
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#### MODEL 370

Open antenna  
36 nm range  
\$3995.00

#### SPECIAL INTRODUCTORY PRICE

\$2,395.00

\$2,895.00

\$3,195.00

NEW FROM RACAL-DECCA

# The World's Smallest SAT-NAV is Now the Best Value.

The NEW Racal-Decca Sat-Nav 412 is a very attractive combination of small size, low price and high performance. Extremely low power consumption and weight aloft make this a perfect addition to your navigation security. Give us a call or drop in for more information.



List Price: \$2495.00

Special Introductory Price: \$2,095.00

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MARINE ELECTRONICS

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## Universal's New Diesel Replacement for Atomic Four's

Model 25

52 cu. in.

25 h.p.

\$3965 + freight



#### Features:

*Standard Equipment:* electric start, shift lever, sea water pump, alternator, flex mounts, hand sump pump, lifting eye. Hurth reduction transmission, fresh water cooling, fuel pump, fuel filter, lube oil filter, decompression and glow plugs. *Cylinder Head:* marine chrome nickel alloy iron. *Exhaust Manifold:* cast iron. *Fresh Water Cooling:* bronze heat exchanger. *Fuel System:* Bosch fuel injection. *Electrical System:* 55 amp. alternator.

## RACOR® 500FG

"State of the Art" Fuel Filtration



THE PERFECT PARTNER  
FOR ALL DIESEL  
ENGINES. A THREE  
MICRON FILTER &  
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IN ONE!  
reg. \$101.95

NOVEMBER ONLY \$89.95

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BOAT WORKS  
Richmond (415) 232-5800

MARINE ENGINE  
SERVICES  
Santa Cruz (408) 475-4220

# LETTERS

and note unusual movements of people or equipment, it can only help. Notify your dockmaster or the police if it looks suspicious.

Another side of the coin is, where is all this equipment going? The magnitude and pattern of some of these thefts far surpasses equipment taken for personal use. Some of our fellow boaters are buying this hot merchandise. I strongly suggest if someone suspicious offers to sell you equipment you contact the police or your dockmaster or call me at West Marine (494-6660). I am getting sick and tired of seeing a good customer come in downfaced after his boat has been stripped and facing several thousand dollars of equipment to replace and his pride and joy damaged. In our case I am not so interested in getting our radios back as to nail the s.o.b. who is forcing us to turn our store into a locked camp.

If anyone would like to talk to me about this problem or has any ideas please call me at 494-6660.

John Platt  
Palo Alto

*John — Boat thefts have been at epidemic proportions in Sausalito recently — see Sightings for details. We'd like to say lots of live-aboards are the solution, but we're not certain that's the entire answer. The areas hit in Sausalito do have quite a few liveaboards.*

## □ SUPERB SERVICE

I would like to say that I enjoy *Latitude 38* very much.

The purpose of this letter is to praise Davis Instruments of San Leandro. I had called them to purchase a pelorus and a wind meter. The lady I talked to — unfortunately I didn't write her name down — told me that they did not sell direct but gave me the names of some local dealers.

I thanked her and then asked, "Incidentally, I purchased a Davis Radar Reflector sometime ago and I have busted some of the locking devices. Do you have replacements?" She said, "Yes, I'll send them right out." She kept her word. I have the new locking devices and no bill. I've mailed them a letter of thanks.

Carl Provine  
Mucho Loco (Cal 34)  
San Francisco

*Carl — Well, it's like they always say, "A satisfied customer and a page in *Latitude 38* is the best advertising a company can have."*

## □ THE WOMAN CAPTAIN'S PERSPECTIVE

I finally had to break down and subscribe to your magazine as I haven't the time to chase it down at the free outlets and I can't do without it because you come up with the pertinent news a month before anyone else.

Please tell Commodore that after over 200,000 miles at sea I have never had to comfort my crew during bad weather by taking them to bed!

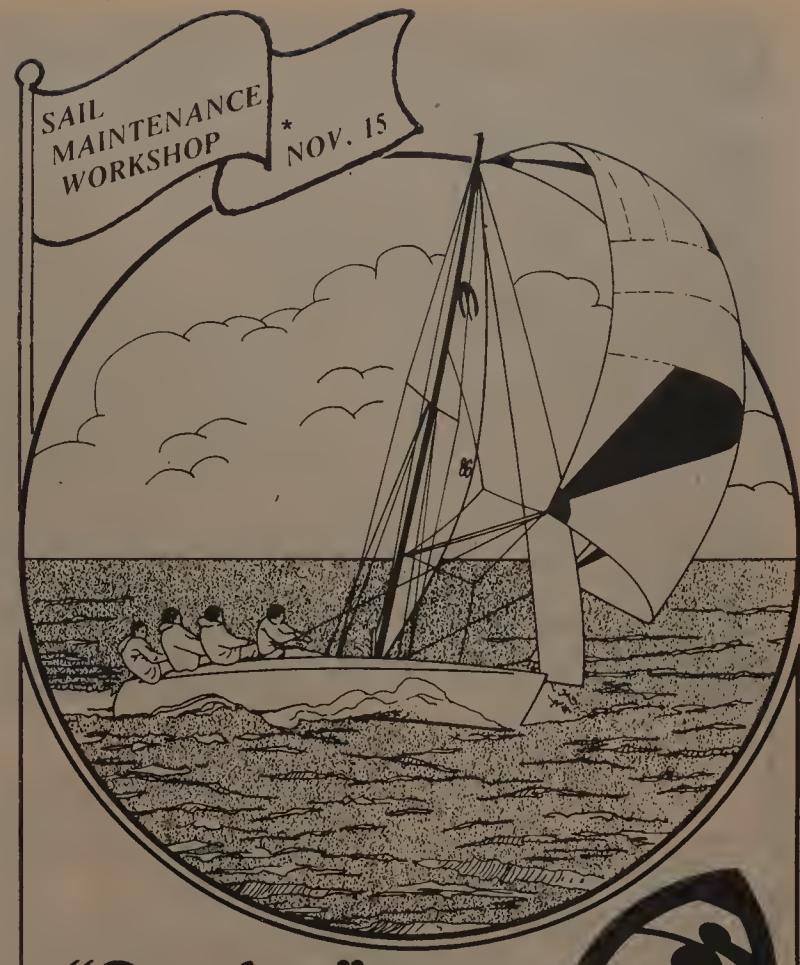
Lu Dale  
Newport Beach

*Lu — Oh well, to each their own. But we'll be sure to tell him.*

## □ RUMOR IS NOT ENOUGH

Boy, do I feel let down. My favorite sailing magazine didn't have a word about the demise of Investment Yachts Unlimited earlier this year. Gee whiz, I thought it was good enough for TV. It had it all:

1. Sex: A beautiful secretary (she had nothing to do with the problems, but she's a doll and tried to help customers solve their problems).



## "Scarlett" MOORE 24

Santa Cruz, California

Finished 3rd in the highly competitive nationals held on the Berkeley Circle using our spinnaker. Our background in high performance dinghies has provided the experience necessary for superior spinnaker design in the most demanding ULDBs.

We offer both full-size maxi and narrow storm-chute designs for the Moore and all other Bay boats. Whether racing or cruising we guarantee satisfaction with our sails.

**FALL DISCOUNT THROUGH DEC. 1ST**  
**We cut mains and jibs for all boats.**

**We also gladly handle all repairs,  
recuts and modifications.**

**Canvas work: covers, bags, turtles,  
custom work.**

**OUR QUALITY IS UNCOMPROMISED**

sally lindsay's

**SPINNAKER SHOP**

palo alto Calif

921 E. Charleston Rd.  
Palo Alto, CA 94303      **(415) 858-1544**

\*See the *Latitude 38* Calendar

## PROVEN CRUISERS

### 30' OLSON.

1980 No. American champ with incredible Sobstad sail inventory and extensive equipment list. Hulls #74, #70. Two from \$29,500.



### FANTASIA 35

Bruce Bingham's fantastic Fantasia — the best accommodations & sailing characteristics in a 35' World Cruising Boat. \$82K out the door — very hard to beat!



## SELECTED BROKERAGE



36.5' PEARSON for luxurious, pleasurable sailing—stiff, powerful, responsive. Great liveaboard, easy to maintain. Found all over the world. \$78,000. At our docks.

32' SANDPIPER. Bullet proof aluminum pocket cruiser/racer. Lipton Cup winner twice. Outstanding value. \$35,000.



32' ERICSON. 1973. Beautiful custom interior — like new — kept to perfection. Owner will consider small boat in trade. \$33,950.

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LISTINGS WANTED  
(415) 237-3251**

## WE HAVE A LARGE SELECTION OF BROKERAGE BOATS

### BROKERAGE — SAILBOATS

|                                    |                  |
|------------------------------------|------------------|
| 21' Osprey .....                   | \$6,000★         |
| 24' C&C, 1976 .....                | (2) from 14,500★ |
| 25' Cal, '73 sloop .....           | 13,900           |
| 25' English built .....            | 16,500           |
| 26' Pearson .....                  | (2) from 13,500  |
| 2-27 Cal, 1976 .....               | 25,950           |
| 27' 8.3 Allen Payne Col. ....      | 23,900           |
| 27' Sun Yacht, Perry Finn .....    | 24,400           |
| 28' Columbia, '68 sloop .....      | 16,000           |
| 28' Wylie Hawkfarm .....           | 24,000           |
| 29' Islander .....                 | 19,360           |
| 29' Gulf, '80, m.s. ....           | 39,500           |
| 30' Rawson .....                   | Reduced          |
| 30' Santana .....                  | Reduced 35,000   |
| 31' Ericson, 1978 f/g sloop .....  | 45,000           |
| 32' Islander, '77 sloop .....      | 54,000           |
| 32' Pearson 323 .....              | 59,950           |
| 32' Westsail .....                 | (2) from 59,500  |
| 32' Ericson .....                  | 33,950           |
| 32' Mariner .....                  | 39,500           |
| 32' Allen Payne Columbia .....     | 45,000           |
| 32' Columbia .....                 | (2) from 36,500  |
| 33' Ranger, '76 sloop .....        | 48,500           |
| 34' Columbia MKII, '71 sloop ..... | 34,900           |

### BROKERAGE — POWER BOATS

|   |                   |
|---|-------------------|
| 34' Irwin, '79 sloop .....                | 45,000            |
| 35' Fantasia .....                        | 84,000            |
| 35' Finn Clipper .....                    | 49,500            |
| 35' Coronado .....                        | 44,000            |
| 36' Columbia, '68 sloop .....             | 43,900            |
| 37' Irwin .....                           | 65,000            |
| 41' Columbia, 1974 f/g sloop .....        | 78,500            |
| 43' Polaris (new) .....                   | 125,000           |
| 43' Ketch .....                           | 99,900            |
| 47' SS Yawl .....                         | 135,000           |
| 22' Wellcraft .....                       | \$19,000          |
| 25' Albin, '77 .....                      | 16,500            |
| 26' Salmon Dory .....                     | 18,000            |
| 28' Owens .....                           | 12,000            |
| 29' Chris, '57 .....                      | 9,500             |
| 30' Trojan exp cr, '73 .....              | 37,500            |
| 31' Silverton .....                       | 49,000            |
| 31' Seahorse Fisherman .....              | 54,900            |
| 34' Seahorse Sedan .....                  | 69,000            |
| 36' Chris Connie .....                    | 34,500            |
| 40' Owens tri .....                       | 39,600            |
| 47' Custom Diesel Trawler .....           | Offers            |
| 48' Raised Deck .....                     | Reduced to 44,500 |
| 51' Houseboat, Holiday Mansion Repo ..... | Offers            |

★ AT OUR DOCKS

REPOS AVAILABLE

**SANTA FE YACHT SALES**

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(415) 237-3251

FOR YOUR FAVORITE SAILOR...  
IN TIME FOR CHRISTMAS!!

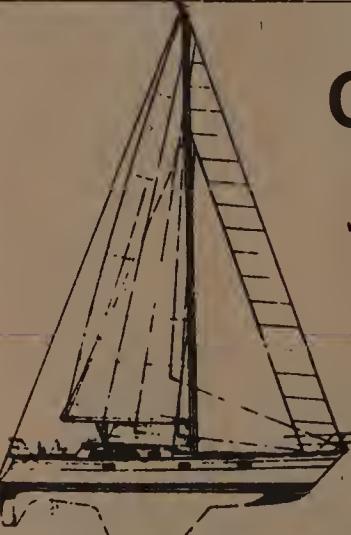


## PURE WOOL NEW ZEALAND HANDKNITS

ONLY \$75

Please Send Check to:  
Morgan's, P.O. Box 3253, San Francisco, CA 94119  
(Include 6.5% California tax +\$3 postage)  
Men's sizes 38-44. Quantities Limited Allow 2 weeks for S.F. Delivery

## COMPLETE RIGGING SERVICE



"We Specialize  
In Solving  
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## HARDWARE HEADQUARTERS

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We're As Near As Your Phone

**RICHMOND Yacht SERVICE**

351 Brickyard Cove Road, Pt. Richmond, CA  
Call Richard Weirick (415) 234-6959

# LETTERS

2. & 3. Money and Gambling: I'm told large amounts of money were gambled away.

4. Large Losses: One party supposedly lost over 100K.

5. Hidden Ownership: Maybe, maybe not.

6. Mayhem: One story has very large people putting someone in the hospital.

7. Rape: Of one or more customers, figuratively speaking of course.

8. Manufacturer Irresponsibility: Dufour in my case.

Oh, well. I thought this would be of interest to Bay Area consumers and all boating people. But, who would believe such stories. Even my own anger has subsided. This was my third new boat purchase, my second Dufour if you can believe that. I have my own simple solution. No more new boats. Ah ha — you guessed it, I'm one of those customers in #7 above.

Keep up the good work.

Marty Baskind  
Santa Clara

Marty — If we were to start writing serious things about people's sex lives, financial dealings, and gambling habits on the basis of "I'm told's", "supposedly", "maybe's", and "one story has it's", why we'd be way up the creek without a sloop.

What we know about Investment Yachts is that they always paid us on time and when they went out of business they didn't owe us a single cent.

Now if you have specific knowledge of wrong-doing that would be of future benefit to our readers, we'd certainly like to publish it. But believe us, if we printed all the rumors we heard over the years, you'd feel we'd let you much farther down than you do now.

## □ A EULOGY FOR DEAN KLICKER

As many, we were deeply saddened to hear that Dean was lost at sea off Point Arena on September 9th. In a few words we would like to share with everyone the friend we knew.

We met Dean and Susie at Radio Bay, Hilo, Hawaii, in June of 1982 after we had each made our Pacific passages. It was their first ocean passage after spending many years over their "labor of love", *Magnolia* (Maggie). Dean was overflowing with enthusiasm for their new cruising life, his boat, the new experience just behind him and especially his wife, Susie. We met again anchored at the Mala Wharf anchorage near Lahaina, Maui, and spent some memorable times together telling sea stories, sipping cocktails and sharing our feelings about life.

Dean was beginning to write some articles and poured his heart into them. One morning there he was beside our boat in Clyde beam- ing from ear to ear to notify us of his first acceptance. He was a sensitive man, talented and always optimistic. He was known to us as a careful and conscientious skipper and a fine friend.

Your article about Dean's death was titled "End of a Dream". We feel that his dream will live on in the hearts of all the people he touched along the way. It was a pleasure to know him. Our hearts are with Susie and all of Dean's family, and we are here for you should you ever need us.

Jack and Lynn McCarthy  
Harmony

The advertisement features a black and white photograph of a sailboat on the water, tilted slightly to the side. The word "SALUTE" is printed in bold, capital letters across the middle of the image. To the right of the photograph, there is a list of racing events:

- SALUTE
- 1st Long Beach Race Week
- 1st Big Boat Race Series
- Custom Spar and
- Steering System by
- Hulse-Chrisman

Below the photograph, the company name is repeated in a larger, slanted font:

Hulse-Chrisman  
Custom Racing Equipment

At the bottom right, the company's contact information is provided:

Hulse-Chrisman  
Spars and Rigging  
1924 Willow St.  
Alameda, CA  
(415) 521-7727



MIDWINTERS  
SERIES ARE  
STARTING SOON

Don't be late for  
the Gun.

Charter a fully equipped  
and insured boat  
**WITHOUT**  
the Headaches of  
Ownership

**AVAILABLE Now:**

WYLIE WABBIT  
J 29  
OLSON 30  
and a large variety of Custom Yachts

Also don't forget Long Beach to Cabo Race

APOLLO AWAITS YOU.

*Horizons*  
RACING  
TEAM

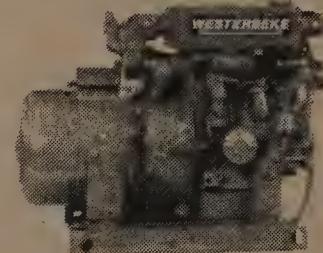


*Horizons* RACING TEAM  
(415) 521-5370 • Mariner Square • Alameda

## The New Little Westerbeke Baby . . . Baby 3KW Diesel Generator Set

Smallest, Lightest, Smoothest, Best-Equipped  
Diesel Generator We've Ever Offered!

- Two cylinder smoothness & reliability
- 4 cycle overhead valves
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- 12 volt 35 ampere alternator
- Total weight 308 lbs
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- Displacement 27.52 cu. inch
- Vibration isolators
- 12 volt starting motor
- Water-injected exhaust elbow
- Drip tray
- Full engine instrumentation



only 21½" high!!



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**24-HOUR TOWING & SALVAGE SERVICE  
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## Used Boat Supplies and Hardware

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| * Deck Hardware | * Rigging       |
| * Machinery     | * Spars         |
| * Engines       | * Sailboat Gear |

Dry Boat Storage & Work Space  
Available For Vessels Large & Small.  
Power-Water & 24-Hr. Security

**WE PAY CASH FOR VESSELS**

*SAUSALITO MARINE  
SALVAGE*

**20 SHORELINE HWY.  
MILL VALLEY, CA.**

**331-6146**

Take Stinson Beach Exit Off 101 —  
Just North of the Sausalito Heliport,  
Behind the Redwood Burl Workshop  
Closed Sunday and Monday

# LOOSE LIPS

How young do you have to be to set a great sailing record? Not very, if would seem, at least if you're sailing a multihull. A case in point is the crew of Bob Hanel's *Double Bullet*, which beat Merlin's TransPac record by 28 hours. Besides the 58-year old Hanel, the crew included Al Reed and Bob Baker, both 60, Warren Seaman, 58, Tim Taylor, 47, and John Conser, 45, and young Randy Bishop, 27. That's a median age of 52. Not bad, not bad at all.

We want to thank all of you folks who came to *Latitude 38*'s first Cruising Kick-Off Party; we don't know what we would have done with 115 avocados, 31 lemons, 14 bottles of hot sauce, and 2 huge cases of tortilla chips without you.

It was so crowded September 29 at the Sausalito Cruising Club — which so generously donated the use of their facility — that we have no idea how many people actually attended. More than 200 people signed the guest log, and Diane Chute of the Cruising Club estimates that between 300 to 400 people attended during the course of the evening.

Make that 300 or 400 thirsty people. The club served up some 1,200 drinks, running out of beer and many other selections. The Cruising Club was pretty happy about this because it's bar revenues, not membership fees, that really help pay the club bills. They were also pleased with the \$92 cruisers left in tips, all of which goes to the barge fund that literally keeps the club afloat.

Look for another Cruising Kick-Off Party next year.

The Singlehanded Sailing Society, in preparation for next year's solo TransPac starting on June 16th, is sponsoring a series of free seminars. The first will be held November 16th at 7 p.m at the Oakland Yacht Club and is titled "Ask the participants anything you want . . .". A panel of past TransPac'ers will be there to answer questions. SSS members, race entries and would-be entries as well as the general public are invited.

The seminar series will continue through next May with at least one session to be held on a Wednesday evening near the 15th of each month. Exact dates, times and speakers will be announced as they are confirmed. Future topics include: "TransPac Equipment — Self-Steering, Solar Panels, Radar Detectors" in December; "Sails" in January; "Boat Design" in February; "Boat Preparation and Jury Rigging" in March; "Medical Care and Specialized Food" in April and "Weather and Navigation", which will be given twice in May.

For additional details, contact Ants Uiga at (415) 326-6741 (days) or (415) 658-1194 (evenings) or Gene Haynes at (415) 523-6200.

Whatever happened to . . . Denny Jordan, founding father and three-time Commodore of the St. Francis Yacht Club, and a fine sailor. A lot of long time sailors on the Bay might be wondering whatever happened to Denny, and we're pleased to be able to say.

Denny's got a new boat, his 11th. His new 63-ft Cheoy Lee Motor-sailor, *Lady*, was christened during appropriate ceremonies at the St. Francis YC docks. Denny was naturally on hand to greet the several hundred distinguished guests, including a priest (for the blessing), and a five-piece orchestra (for a blaring "Anchors Aweigh") on the foredeck.

Commodore Jordan — as he's known to many — was the skipper of a 190-ft Patrol boat during World War II. During peacetime he's owned 11 sailboats. The best known in his expansive career were the 65-ft *Cordonazo* and the 70-ft *Bolero*.

OVER 45,000 SOLD

**San Francisco  
PELICAN**  
*A Sailing Dory-Pram with  
Standing Lug Rig*

Designed by Capt. Wm. H. Short

## How to beat the high cost of sailing . . .

You can get hooked on these boats—from the moment you step aboard, and if you're typical, your life will never again be the same. The Pelican may be one of the safest and most versatile 12' boats on the water today, and its heritage has provided the water borne world with a true blend of tradition, technology and character. Beyond that, it is one of the few boats on the market that actually feels like a bargain."

### ARTICLE FROM WOODEN BOAT

"This is not just a 12 ft. sailing dinghy, it is a true miniature sailing ship. She has plenty of sail, good stability, a deck and even a salty bowsprit. Construction is easy, yet detailed so that building a good Pelican should be the most perfect of training for moving up to a cruiser."

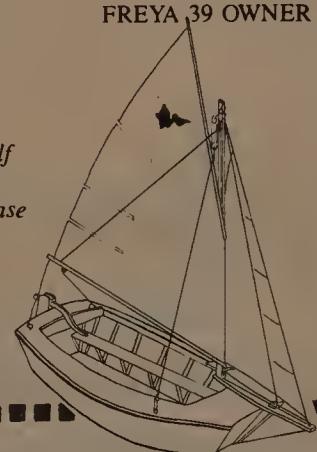
### ARTICLE FROM AMATEUR BOAT BUILDING MAGAZINE

Its spunky image has so endeared itself to my imagination that no rest will be mine until I can either through purchase or by strenuous efforts with saw, glue and screwdriver make her mine.

RONALD L. GRUNLOH  
NEW HAVEN, CT

"I find the pelican to be an excellent second boat. She tows easily through just about anything the Bay can brew. In the Delta the Peli produces endless hours of fun gunkholing through the tules. The wife and kids can easily handle the Peli and I must admit that many times she provides more just plain sailing fun than our Freya 39."

DON WILSON  
FREYA 39 OWNER



### ENCLOSED IS:

- \$10 for Pelican Study Plans (Refundable with purchase of complete plans)
- \$60 for Complete Plans and Instruction Book. (Refundable with purchase of completed Pelican)  
Add 6% Sales Tax for California Delivery  
Please call me at: ( ) \_\_\_\_\_ with information on complete ready to sail Pelicans or Kits.

Paradise Cay Yacht Sales  
Pelican Division  
1001 Bridgeway #405  
Sausalito, CA 94965

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

DEALER INQUIRIES INVITED

# THE BAY AREA'S BEST BAY AREA.

Owning your own boat slip at Marina Bay. Reduce or eliminate two things that darken the joy of boat ownership: 1. the tax collector  
2. the harbormaster's notice of increased slip rent.

In December, 260 new boat slips will be available for occupancy. Prices start at \$16,800. Buy your boat one for Christmas.

Facilities include concrete floats, large dock boxes and power centers, a clubhouse, private showers and heads, washers and dryers and 24-hour security.

Take Hoffman Blvd. (Hwy. 17) to Marina Way South in Richmond. Or call **(415) 620-0300.**



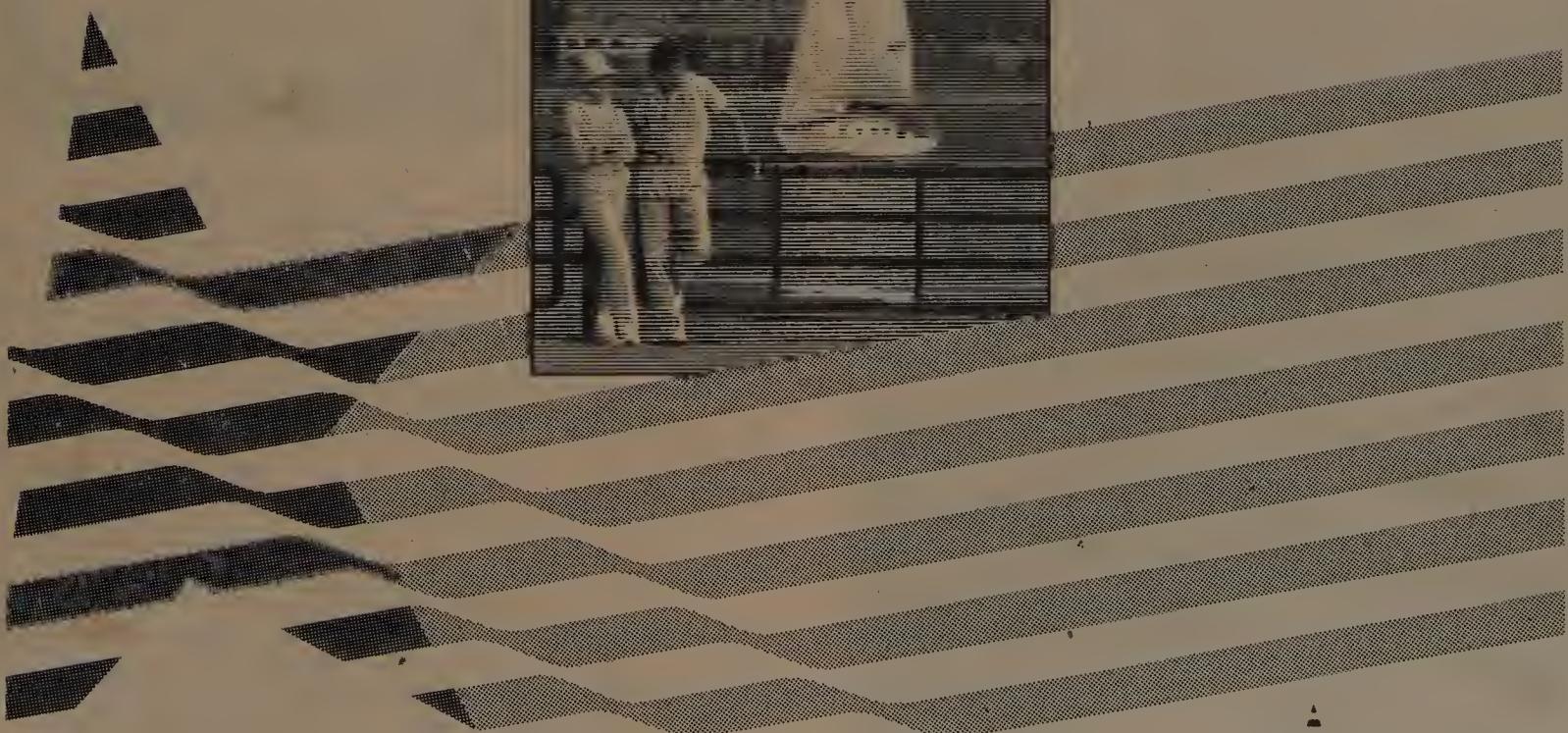
Marina Bay Development Corporation  
Prices subject to change without notice

MARINA  BAY  
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# LOOSE LIPS

During Mr. Jordan's stewardship of the St. Francis Yacht Club, Tinsley Island was purchased for the club's Delta retreat, as was its landmark, the lighthouse that once sat over the Bay's Southampton Shoal.

Rain threatened to wash out the christening ceremonies of *Lady*, but a quick call to the Commodore's weather consultant, Virginia McCormick, brought a two-hour respite.

"Virginia has always had this thing with the weather," Jordan explained. "Once we were becalmed aboard the big schooner *Panda* for several days out of Fiji. Virginia asked if I'd like some wind — and how much and from what direction. I told her and she went up and knelt on the bow, prayed, and I'll be damned if five minutes later the wind didn't come up exactly as ordered."

"This boat will be my last," said the 72-year old Jordon of *Lady*. "Maybe . . . it will be the last."

Even powerboaters read *Latitude 38*.

The vessel pictured here, the Canadian destroyer *Saskatchewan*, pulled into the Bay during one of September's Big Boat Series Races.

LATITUDE 38/RICHARD



The name of the vessel sounded familiar, and then we remembered that the name of her Commanding Officer, Gary Eldridge, might be familiar to *Latitude 38* readers with good memories. For it was Gary, you see, who wrote a letter in Volume 76 explaining that Queen Elizabeth's royal yacht did not fly a courtesy flag while in the United States because she is really a British naval vessel, and naval vessels do not fly courtesy flags.

As way of further explanation, Eldridge explained that when he came down in Saskatchewan in September he would not be flying a courtesy flag — we checked and he didn't; but that when he comes down on his private ketch *Echo* with his wife next summer they surely will fly a courtesy flag.

We hope you enjoyed your stay in San Francisco, Gary, and look forward to welcoming your smaller boat next year.

How could it possibly have been any other way?

Recently back from a lengthy South Pacific cruise on *Windtree*, Harry Hinz and Nancy Araujo were married at the Seal Beach Yacht Club on October 22. After cruising together on a small boat and getting along, married life ashore should be a breeze.

What was unique about the ceremony is that it was conducted in the Seal Beach YC's Radio Room by the Reverend Ray Vance (KB6X). This was because Harry (KE6RJ) and Nancy (KE6Q1) exchanged their vows in Morse Code on 7.133 KHZ.

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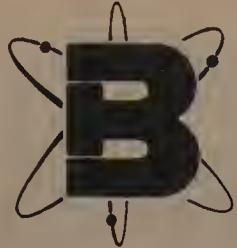
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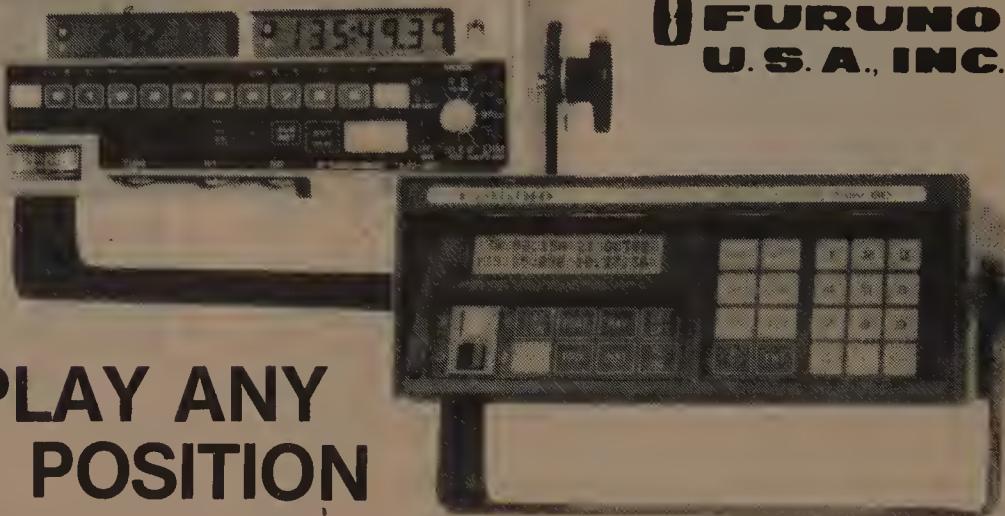


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# LOOSE LIPS

Cupid must be working overtime: the hot scoop from the *San Francisco Chronicle* is that boating scribe Kimball Livingston will soon wed fellow *Chronicle*'er Lourdes Duterte. Kudos to the happy couple and may their days be filled with much printer's ink. Their nuptials follow another noteworthy knot-tying, that of Santa Cruz restaurateur and sailor Walter Olivieri to Jan Crum on October 23rd. Walter presides over the well-known Adlo's restaurant.

A few years ago Jeannie Treichel wrote a story about how her son Carl sailed their 20-ft sloop from San Francisco to the Channel Islands and back. He was about 15 years old at the time.

Older now, Carl's sailing in farther off places. Tahiti, for instance. There, he told his mother, he was so badgered for the few *Latitude 38*'s that he brought, that he finally gave in (?) and sold one for \$10!

The moral of this story is that all you folks flying out to meet friends in distant cruising waters should always stop by *Latitude 38* so we can fill you up with a supply. You'll never have to buy drinks again.

We were wondering where all the boats had disappeared to at the Corinthian Yacht Club; it wasn't until we saw the dredging company sign on the dock that it all made sense. With so many boats running aground in and near the Corinthian, the club decided that a full harbor dredging project was long overdue. A year in the planning, the two-month project should be completed by the middle of November, if the plague of breakdowns ever stop. The latest delay was caused by pipes that broke and sank in the mud. What the Corinthian is aiming for is a harbor that will be at least ten to twelve feet deeper.

Boat owners normally berthed at the Corinthian had to make other arrangements for their boats during the dredging period. Some went to the San Francisco YC next door; others are moored or anchored outside the Corinthian.



LATITUDE 38/JOANNE

From the sight of it you might think there are quite a few more, but at present seven berths are for sale by their owners. You have to join the yacht club to buy any of them, which are 25 to 50 feet and sell at an average of \$15,000.



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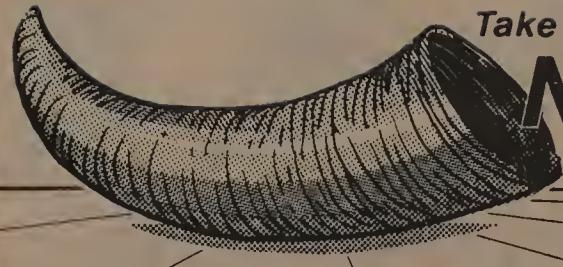
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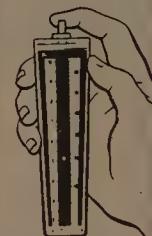
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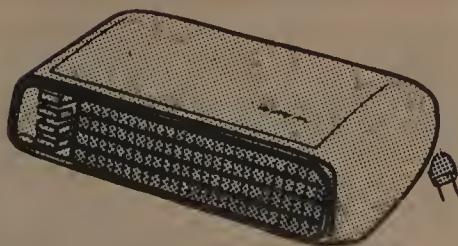
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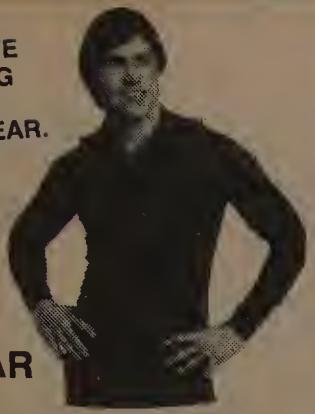
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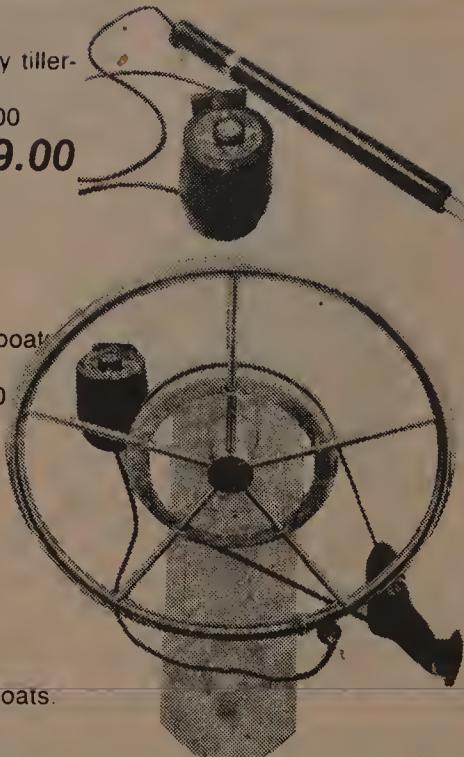
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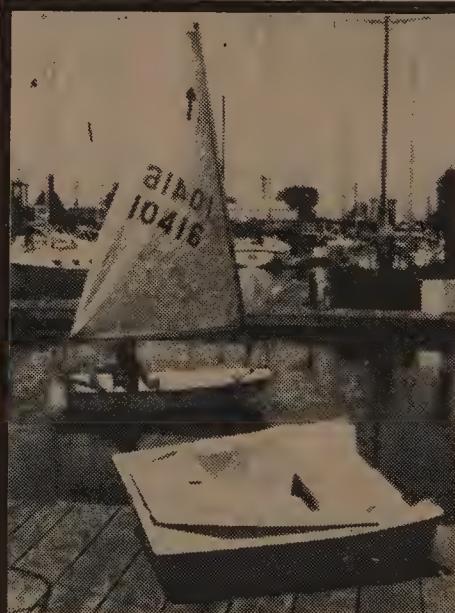
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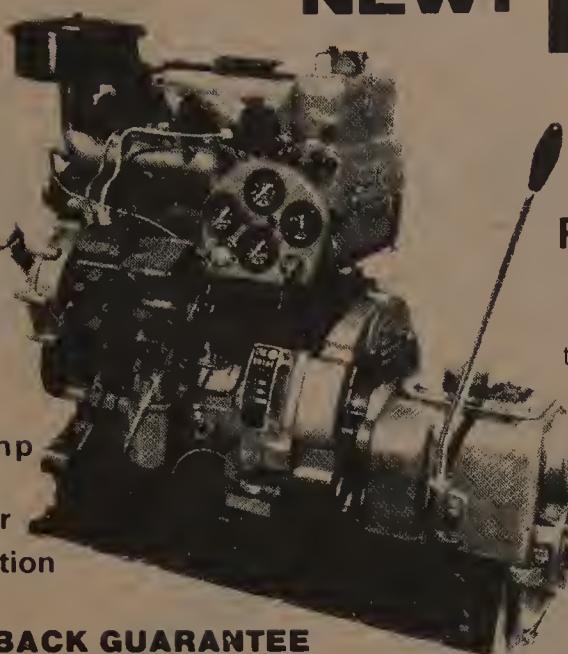
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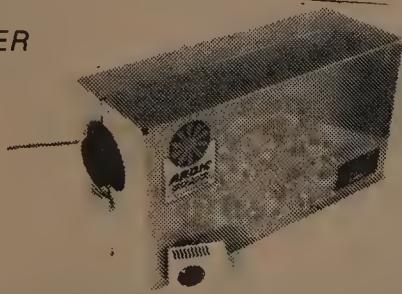
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# SIGHTINGS

## winter alert

Summer's gone, dammit, and so is fall. With them go the near certainty of westerly wind. For the next four or five months Northern California will be subject to a much greater variety of weather, including some snorting northerlies and rain-laden southerlies.

This change in the normal summer wind patterns means it's time for you to check the docking arrangements for your boat very carefully. Are your dock

cont'd on next sightings page

## 39 temporarily

Temporarily, anyway. Harbormaster George Hagerman tells us that from November 1 to next April they will be unable to handle any visiting boats. They're rebuilding the docks on the east side of the pier while the new, solid breakwater is being constructed.

"Everything is going to be upgraded to



Never underestimate the power of nature. Last winter storms smashed this huge hole in King Harbor breakwater.

## out of guest slips

new," says George, who only a year ago feared he would be left with only splinters if they didn't get better protection from the winter storms. The recent auction of berths has solved the financial problem needed to put in the new breakwater.

cont'd center of next sightings page



LATITUDE 38/RICHARD

## alert - cont'd

lines in good condition and ready to take lots of strain and chafe? Do you need to set up spring lines or put out extra fenders to protect your hull from winds out of abnormal directions?

If your boat is moored or anchored out, you'll want to give your ground tackle an even more thorough checking over. In addition you might want to check the boats around you, the ones that may drift down on your boat some howling black night.

As always, just a little time and money invested now could reap big savings just a few weeks down the road.

And while we're on the subject of winter weather, let's remember there's plenty of great sailing to be had in Northern California. Some days will be warm, some of them less so. For the latter days we highly recommend you stop by your local chandlery and pick up some of the great pile and polypro-



LATITUDE 38/RICHARD

Full in the summer, Hospital Cove is often deserted in winter.

pylene clothing. You don't even have to spend a lot. Get a pair of the polypro undies for your wife and we guarantee she'll love you for it — perhaps even carnally! A pair of sailing mittens and a hood can make even the coldest days on the Bay very pleasant.

Going sailing out in the ocean? Please remember once again that it's winter and what that means. Typically from now until May we'll experience two and three times as many days with winds over 35 knots than in summer. Likewise the number of days with waves over ten feet is dramatically higher until May.

Adding to these problems is that fact that the shoals just outside the Gate will start to break regularly and viciously; the winds that normally blow boats back in the Gate may be replaced by winds that blow up or down the coast; and navigation aids may be destroyed or blown off position by foul weather. Compounding things even more is the cooler weather. Remember that the lowering of your body temperature affects not only your strength and coordination, but your judgement, too.

Now don't get us wrong, we're not trying to scare anyone or suggest that there isn't some wonderful ocean sailing to be had this winter. There is, but winter ocean sailing off Northern California requires that you keep a close eye to changes in weather, and that both you and your boat are in top form.

So hey, let's be careful out there!

## kane and the cape

Way back in 1851 — 132 years ago — two magnificent sailing records were established. One of them was broken already this year, the other is being seriously challenged.

cont'd on next sightings page

# SIGHTINGS

## kane — cont'd

We presume most people know that one of the records begun then was the United States undefeated string in America's Cup competition. That record went down the drain this fall when John Bertrand and crew from *Australia II* turned back a valiant effort by Dennis Conner on *Freedom*.

That was a fine record and provided much hoopla for the general public, but the other record is one to really stir a sailor's heart. For it was also in 1851 that Josiah Creasy, bully his crew and the 260-ft extreme clipper ship *Flying Cloud*, established the sailing record from New York to San Francisco. The time was an incredible 89 days 21 hours!

The boat pictured here, Chay Blyth's 65-ft racing trimaran, *Brittany Ferries*, will leave New York on November 10th for a well-organized assault on that now oldest, and greatest American sailing record. Former English paratrooper Blyth is perhaps the most experienced sailor — mono and multihull — in Britain. Backed with \$250,000 from Beefeaters Gin, he has an excellent shot at the record.

Is there anyone who can possibly save the day for the United States' sailing heritage? There is, the always controversial Michael Kane of Newport Beach. Kane, many of our readers may remember, broke Norton Smith's Single-handed TransPac record by driving his 55-ft Cross trimaran *Crusader* from San Francisco to Hawaii in 1979 and was first to finish again in 1981. Kane left New York on October 20, three weeks ahead of Blyth, in pursuit of keeping that record in America's hands.

Kane, a 43-year old insurance broker, has sailed 105,000 miles during the last 16 years, a figure he incorrectly claims nobody else can match. *Crusader*, which was built in 1979, holds 13 first to finish race honors, has set four course records, and was the handicap trophy winner in ten out of 16 races.

Despite the boat's record and Kane's experience, he is fighting great odds in keeping the record in American hands. For one thing Blyth's 65-foot trimaran is — by Kane's reckoning — at least 18 to 20 percent faster than *Crusader*. Beyond that Kane did not have Beefeaters \$250,000 to prepare and equip with. His budget came in at about \$70,000, most of it his own money.

He did get sponsorship, but most of it in donated products. Maxwell and Arco of New Zealand repowered the boat with new winches, LaBatt's donated ten cases of beer, Yreka Foods provided dinners for the entire trip — that kind of thing. A lot of new work has not been done on the trimaran. She did, however, get a new 70 foot mast, some new sails, and the rudder post will be made solid, but that's about it.

A former marine captain in Vietnam, Kane is used to looking at bleak odds. The only thing he figures he's got in his favor against Blyth is perhaps the grace of God. Kane, rather tongue in cheek, points out that Blyth is sailing with the proceeds of enormous alcohol sales, while Kane is sailing to find a cure for a children's disease. Kane, you see, has renamed his boat *Cystic Fibrosis Crusader*, and dearly hopes to raise \$250,000 in pledges for the incurable disease that takes the life of a young child every eight hours. LeFiell Masts, for example, has donated \$5,000.

In his effort against Cape Horn, Cystic Fibrosis, Chay Blyth, and Josiah Creasy, Kane will not be alone. He took a crew of three, all of them experienced multihull sailors. Sailmaker Fritz Richardson, 33, of San Diego is one of the best multihull racers on the California coast. Bob Dixon, 29, is a boat carpenter specializing in multihulls, and is one of the top multihull delivery skippers on the West Coast. Will Rodriguez, a 35-year old account executive who has great experience in all kinds of boats, rounds out the crew.

*Cystic Fibrosis Crusader* carries an Argo satellite transmitter, so the 55-ft tri's progress in relation to *Flying Cloud* — and *Brittany Ferries* — can be followed. If all goes well, Kane hopes to arrive in San Francisco January 10, bearing letters from the Mayor and Governor of New York for their counterparts in San Francisco and Sacramento.

It's a rough voyage, so record runs — and even completion of the course

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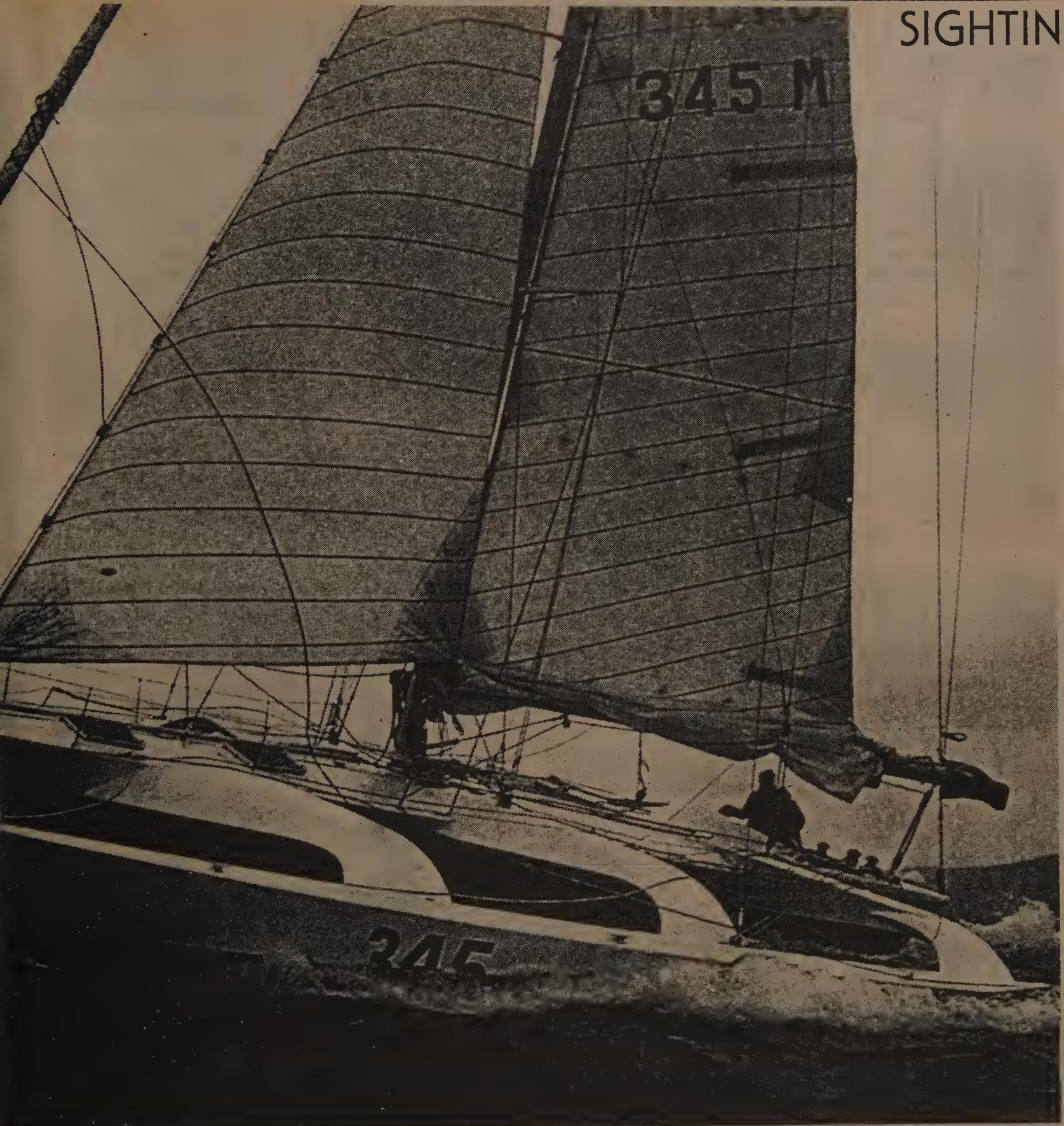


## out of guest

If you have an emergency, George adds, he can do something for you during their

## no more

After a lengthy battle, the California Boating and Waterways Commission's "comparable rates" method of raising rates at public marinas has been terminated. On



COOK (L) FIRE KANE

**- cont'd**

down time, but don't plan any overnight cruises there for a while.

**"comparable rates"**

January 1, 1984, a law signed this summer by Governor Deukmejian will go into effect and end the practice of raising public berth

cont'd center of next sightings page

**kane - cont'd**

— are far from certain. Phil Weld, who sailed his trimaran *Moxie* to a stirring victory in the 1980 OSTAR, reportedly told Kane that he didn't think either he or Blyth would make it. He cited the late brilliant multihull sailor Alain Colas' encounter with Cape Horn. Colas apparently found waves so huge he said he never would go back there again. That in mind, we wish the skippers and crew of both *Cystic Fibrosis Crusader* and *Brittany Ferries* the best of luck and health.

Incidentally *Latitude 38* cameras and tape recorders are travelling with *Cystic Fibrosis Crusader*, so we'll have complete reports in the months ahead.

# SIGHTINGS

## got the wind but not the sea

San Francisco sailors pride themselves in being rough weather sailors. And they are too, if they do their sailing outside the Gate. Inside the Bay there's a lot of wind to be sure, there's no seas to contend with, just annoying chop.

Where they get a lot of wind — and there is no real protection from the seas — is over in Hawaii. Lynn Nakkim reports that the Molokai Yacht Club's race to Kaunakakai on Friday evening, October 6, featured the following gruesome pre-race weather report: "Eighteen foot seas, thirty to forty knot winds". But off went the fleet, including a Hawkfarm, into the dark and stormy night.

*Uin na Mara* won the race with part-owner Andy Anderson at the helm. What does *Uin na Mara* mean? Not even the owners know for sure; they think it's Gaelic, and the massive, angry-looking eagle on the spinnaker must have some significance.

The Farr design also won the Sunday offshore race at Molokai. *Zamazaan* was the big loser in that race. The Sausalito boat did the ultimate reef job by running aground on the shallows that surround the lee side of Molokai. *Libalia Two* won the race back to Honolulu.

## the drinking sailor

California Assembly bill 593 (Chacon — San Diego) was recently signed into law by Governor Deukmejian after the original version was radically changed. It originally called for the licensing of boat operators and provisions for intoxicated boat operators. What actually went into law was a two-year study of these issues by the Department of Boating and Waterways.

Although the intoxicated operator provisions were deleted, it didn't stop two Northern California men from being arrested for what the *San Francisco Examiner* called "drunken driving — on a sailboat".

The two men had apparently been drinking at Sam's Cafe in Tiburon, and refused to leave at closing time. The police were called, but rather than arresting the men, told them to go down to their boat, which was tied up at the guest dock, and to go to sleep.

The men went down to their boat, but instead of sleeping, started motoring over to the nearby San Francisco Yacht Club. The police observed them, and didn't take kindly to having their instructions ignored. They arrested the men at the yacht club.

We know this single incident doesn't mean people are drinking and sailing more than before; but we do know more and more attention is being paid to drinking and boating. And perhaps with good cause. The National Transportation Safety Board, says BOAT/US, reports that two-thirds of all recreational boating fatalities are alcohol related. They also report that 35 percent of all those who die in California boating fatalities were legally drunk at the time of their deaths.

Those are some pretty sobering figures. We doubt if drinking and boating are ever going to be separated, we only hope they can be mixed with moderation.

## free all day cruising seminar

The great folks over at the Encinal Yacht Club in Alameda are sponsoring a 12-hour cruising seminar on Sunday, November 13th. It's free, too.

A panel of experienced cruisers will make presentations on such subjects as anchoring, sails, boat preparation, electronics, passage-making, wind-vanes, boat design, money management, trip planning, crew, customs and immigration, medical questions, women in cruising, and electrical power generation. There will also be question and answer periods.

Among the presenting panel are names we recognize as having done a lot of cruising: Richard and Sandra Clompton sailed their Vanguard 33 to the South Pacific; Pat and Gail Albin have been out cruising the distant Pacific for

cont'd on next sightings page

## comparable rates

rates based on the private marina berth rates in nearby harbors.

According to the Recreational Boaters of California (RBOC), this procedure had been artificially jacking up rents for years, with the surplus money going to finance other public projects and not benefitting the public marina renters.

With the new law, when setting berthing



**- cont'd**

rates the Department of Boating and Waterways is required to concern itself only with loan repayment, expenses of operation and maintenance, and establishment of a sinking or reserve fund. It is also charged with monitoring rates to ensure that the berthing rates are reasonable and not exorbitant. Congratulations to RBOC on a victory well-deserved!

**free seminar — cont'd**

years, most recently in an engineless Farallone 29; Rick and Marilyn Olivera have sailed deep in the Pacific with a Traveller 32, and now have a Gulfstar 41; Harry Braun recently returned from the South Pacific on his Ballad 30; Peter Sutter is a sailmaker who has sailed all over the world, including Palmyra just a few years ago; and there's the notorious Dave Case and his wife Victoria who sailed to New Zealand and back on a Farallone 29. Also on hand will be designer Chuck Burns, and a few names we're not immediately familiar with, Bill Croft and Don Lewis. All have plenty of knowledge to

cont'd on next sightings page

**doesn't follow the crowd**

Possibly smokes Camel Filters.

It's amazing how diversified people's interests are. This point was driven home a few months ago when we were sailing through the South Bay and took this photograph.

On this particular misty afternoon Candlestick Park, left center, was jammed with 55,000 people yelling, screaming, drinking, kissing, crying, fighting, and shoving — all under the auspices of trying to help the 49'ers win an exhibition football game.

Meanwhile only a mile or two away this solitary sloop and sailor silently slipped up the Bay in a slight breeze.

What a contrast having such opposites, the football fans and the solitary sailor, physically so close together and mentally so far away. To each his own, we say, not really caring to have those 55,000 turned loose on the Bay.



LATITUDE 38/RICHARD

# SIGHTINGS

## free seminar — cont'd

share, we're certain.

Although a buffet lunch will be available at \$4 and a dinner at \$6, you can brown bag it if you're saving every cent for the cruising kitty. If you do want the Encinal's fine chow, you must make your reservations by November 6th. Call 522-3272. While we're speaking of reservations, call that same number to register for the seminar as only the first 120 to make reservations can be admitted.

The free seminars are open to members of all yacht clubs and their guests. Early morning pre-registration starts at 8:30 on November 13, the day of the seminar.

The event promises to be both a good one, we're sorry we weren't able to announce it earlier.

## harbor crime spree

Sausalito's various marinas became paranoia central during the months of September and October. During that period at least 26 boats were broken in and marine gear worth \$60,000 removed.

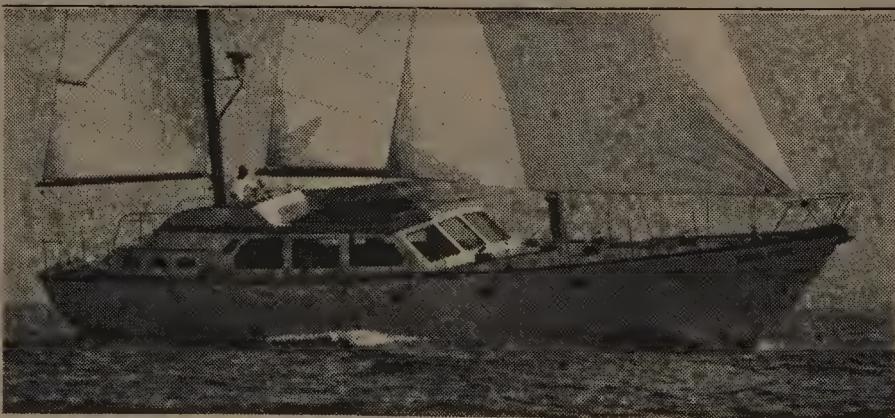
The crime spree had both boat owners and police officers extremely worried. The boat owners were worried about losing their gear, the police officers about their personal safety after persistent rumors that the boats were being booby-trapped and boat owners carrying weapons.

The atmosphere became so charged that the Sausalito Chief of Police William Fraass finally issued a crime alert for yacht harbor thefts, one that included a warning that booby-traps would not be tolerated.

Initially many people thought the thefts might have been associated with the stealing of *Born Free*, a 60-ft custom ketch that was taken from Sausalito Yacht Harbor in mid-September and has not been seen since. (A \$10,000 reward is being offered for the return of this vessel, call (714) 493-7819). But when the thefts continued, that possibility vanished.

Then early on the morning of Thursday, October 13, a Sausalito plain-clothes detective staking out the Sausalito Yacht Harbor reportedly saw 32-year old James Clowes of Waldo Point enter a boat at 2:45 a.m. and begin to remove equipment from the cabin. When confronted Clowes jumped into the Bay, but was soon captured. Eight boats had been burglarized that evening. According to crime prevention specialist Nancy McOmer of the Sausalito Police Department, there haven't been any burglaries since that arrest.

It is generally believed that the thief or thieves approached the boats from the water rather than the land. Cabins were entered by prying or cutting hasps and padlocks. All types of marine gear and tools were taken, although



Born Free, the biggest theft of all.

in some cases the thief/thieves were selective. A Downeast 38 owner wondered what was so wrong with his RDF that a thief wouldn't take it.

The crime wave stimulated a two-hour meeting of concerned boat owners and police. A crowd of 100 heard various proposals to solve the problem, in-

cont'd on next sightings page

## america's cup

Now that the America's Cup is presumably resting comfortably in its new home at the Royal Perth Yacht Club in Australia, it is a good time to both look back at what happened, particularly in relation to Ben Lexcen's radical design, and forward at what may take place in 1986 when the 'auld mug' goes up for competition again.

Yacht designers in the Bay Area had some



## aftermath

interesting thoughts on the winged keel of *Australia II*. Mill Valley's Bob Smith, who drew the lines for the Milli-Meter miniature 12 meter now being built in San Rafael, points out that it wasn't just the keel that was important, although it made *Australia II* significantly different than any 12 meter before it. In essence it was a lighter boat than *Liber-*

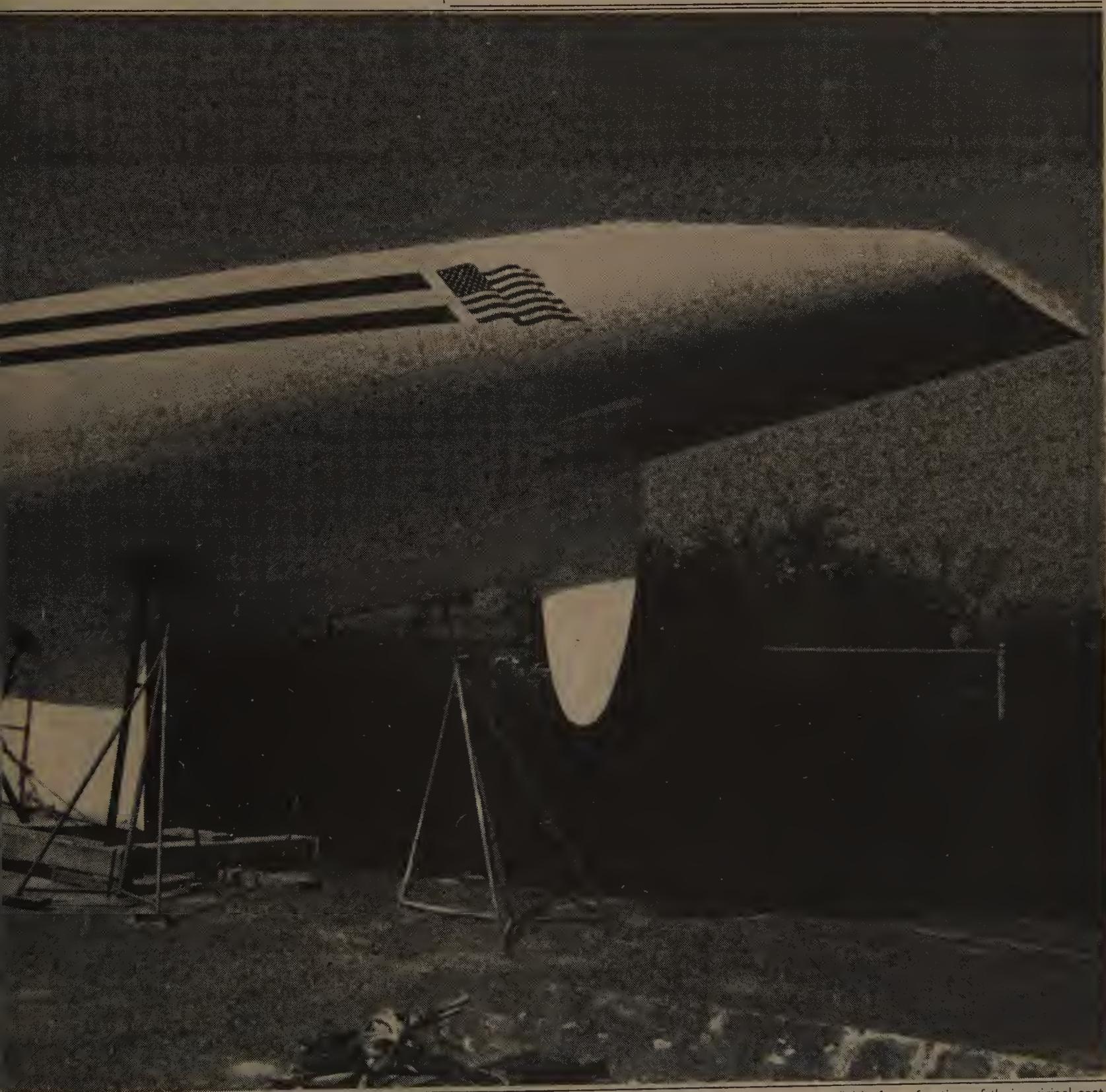
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## crime — cont'd

cluding suggestions of more lighting and a police boat; but nothing concrete was decided. The bottom line was the police admitted they really couldn't do much to prevent harbor theft and vandalism, and it was really up to the owners to protect their own boats.

The police offered the following crime prevention techniques: use case hardened padlocks, and mark all valuable property with a CF or driver's license number.

Although there is no evidence that it was related, a short time after the boat thefts stopped, a number of planes were burglarized of very expensive electronics equipment at Marin's Gnoos Field.



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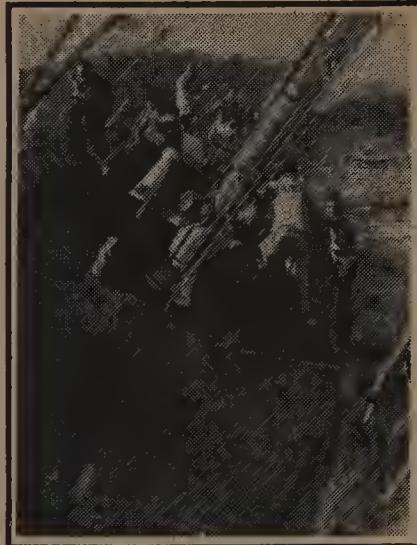
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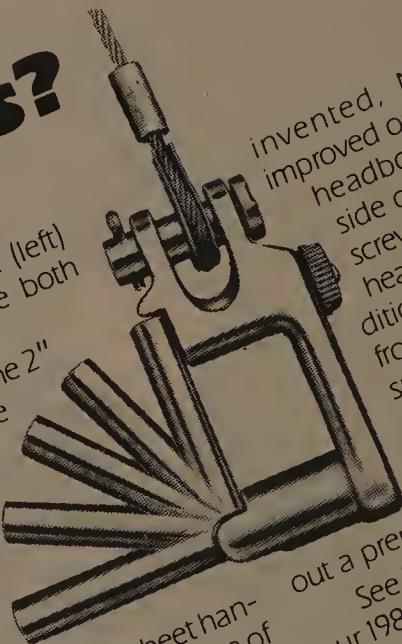
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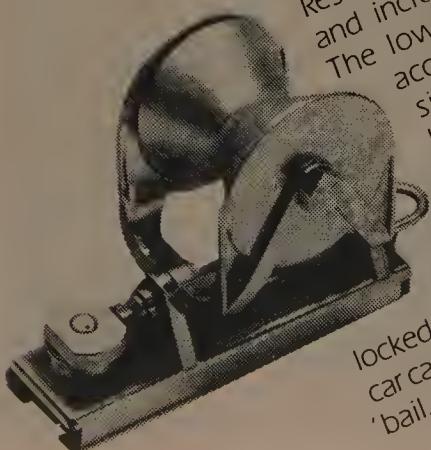
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# EXPLODING THE MYTHS OF THE ULTRALIGHT . . .



## MYTH #1: Ultralights are hard to handle.

### A FALSE: Listen to Bob Perry —

"The attitude that says ULDB's are hard to handle and very demanding does not apply to the Olsons . . . I loved the boat (40) It was easy to sail, had a powerful feel, was perfectly balanced, very, very fast."

### B FALSE: Graham Hawkes — owner, singlehander

"The boat is amazing — the helm is even balanced under jib alone. Sometimes when it's really blowing — 20-25 or so, I just unfurl the jib and can let the boat sail herself. With just the jib up I fly by other boats of all types and sizes — with full crews of deck apes."



## MYTH #2: Ultralights don't go upwind.

### A FALSE: Listen to Bob Perry —

"Despite it's diminutive size, the OLSON (30) manages to at least keep up with, if not pass, most 40 footers. Upwind they are devastating and downwind it's "AMF"."

### B FALSE: Santana 30-30 owners —

"We are interested in the EXPRESS because when we sail to Drakes Bay in our boat, the Express 27 can go upwind as well as we can, and when we turn the corner to come home, they take off."

### A FALSE: Listen to Bob Perry —

"One of the benefits of the move to ultralight displacement is that it places an unusual amount of importance on structural integrity. There is simply not enough weight involved in the design for the builder to "slop" his way through and achieve strength with ignorant overbuilding. I have looked at the Olson carefully and I can assure you that this boat is an excellent example of modern production boat building."

### B FALSE: Listen to the Baltek Corporation

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### C Olson 40 Notorious was one of the only boats to survive beaching during the Cabo hurricane last year. She is sailing again out of her home port of Santa Cruz.

(Did you know the hull of an Olson 40 is 1" thick?)



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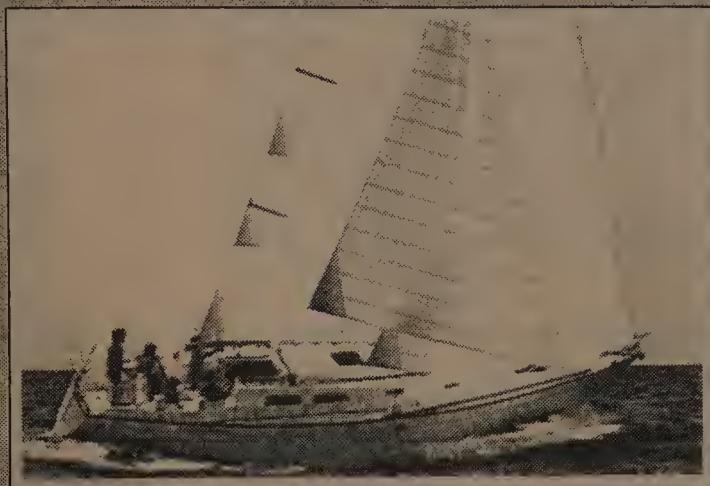
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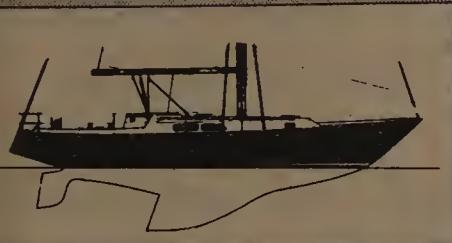
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# SIGHTINGS

## thanks, but no thanks

After retracing the epic voyage of Captain William Bligh, a group of adventurers led by a seventh generation descendant of Bligh's, Captain Ronald Ware, say they aren't too eager for a repeat. Safe at home in Sydney, Australia, Ware said he and his nine-member crew were lucky to survive the re-enactment aboard the 21-ft open boat. Each lost over 15 pounds on the 42-day sail, the same number of days it took Bligh to reach Timor after being set adrift by the *Bounty* mutineers on April 28, 1789 near Tonga.

Ware told the *Pacific Islands Monthly* magazine that the weather they encountered was as bad as Bligh had run into: Before entering the Great Barrier Reef they had gales of 40 to 60 knots. Waves reached over 40 feet high and Ware had to call upon his experience rowing and sweeping Australian sweepboats to get them through safely. Salt water sores from the constant exposure were another big problem.

Like Bligh, those on *Child of Bounty* had only a compass, sextant and pocket watch to navigate with. A two-way radio and beacons were onboard for emergencies. Two of the crew were cameramen filming the adventure; and a 90 minute film is being put together in Sydney for release in mid-November.

## the secret love affair continues

Most readers will recall last month's Sightings piece on the close call between the racing boat *Secret Love* from Beverly Hills, and the freighter *Nada II*. Bradley Herman's *Secret Love*, while competing in the St. Francis Big Boat Series, just barely crossed in front of *Nada II*'s bow while on a reach across the Bay. The red Peterson 45-ft sloop was being sailed by some of the best in the business, including Ron Love and Lowell North. Because of screw-ups in the protest procedure by fellow competitors, *Secret Love* was not penalized by the St. Francis race committee.

But that wasn't the end of it. The pilot in charge — there just happened to be two on the *Nada II* at the time — Captain Greg Waugh, took the matter to the ultimate authority on the Bay, the Coast Guard. Waugh told *Latitude 38* he believed that his 8,780 gross ton freighter came within just five feet of hitting *Secret Love*. "It was," Captain Waugh asserts, "the most flagrant violation [of the Rules of the Road] and negligent operation I've seen in my 27 years on the Bay." Waugh, who had dropped the speed of his ship to dead slow in an attempt to miss the much smaller sailboat, believed the two boats were going to collide. Although they didn't, both Waugh and the other pilot leaned over the side of the huge freighter to yell down in anger at the *Secret Love* crew.

Waugh made it clear that he was not for limiting boat activities on the Bay. In a short telephone conversation with *Latitude 38* three times he said, "This Bay is for everyone", and that he himself enjoyed sailing. He also said that he was in no way taking the matter to the Coast Guard over concern for his own physical well-being. "If we'd have hit *Secret Love*," he asserts, "we never even would have felt it."

After Waugh filed his protest with the Coast Guard, the matter was turned over to Commander Jim McCartin, Chief of the Investigation Department of the Coast Guard's Marine Safety Office. McCartin conducted an investigation of the incident, listening to testimony from people on the freighter, on *Secret Love*, and nearby vessels. Estimates of how close the two vessels came were between 5 and 150 feet.

On Thursday, October 20th, Commander McCartin finished his investigation, and submitted his recommendations to the Coast Guard District Hearing Officer on Government Island. McCartin told *Latitude 38* that he recommended that the maximum penalty, \$6,000, be levied against the owner of *Secret Love*. \$5,000 of that fine would be for violation of Rule 9, which prohibits vessels under 20 meters from impeding the progress of a large vessel in a fairway; the remaining \$1,000 would be for negligent operation of the

cont'd on next sightings page

## aftermath

ty, with a shorter waterline and more sail area. All these factors give it great light air speed.

The problem with 12 meters that had been built that way before (such as Johan Valentijn's *Magic*) was that they lacked stability. By adding lead wings, estimated to weigh over 1,000 pounds each, Lexcen solved that problem nicely. The wings also served as end plates, which increase the efficiency of the keel foil by not letting water flow down off the tip. The end result was a boat that worked: it was fast in light airs, maneuverable and able to stay upright in heavier airs.

El Cerrito's Jim Antrim has had some experience designing real 12 meters, although he's not particularly proud of his association with Brit Chance's ill-fated *Mariner*. "It was one of the great dogs of all time," he says. *Mariner*, campaigned by Ted Turner in 1974, was a radical design too, with a series of flat steps on its aft end. Theoretically these would make it faster in a straight line. Unfortunately the boat took too long to accelerate after a tack or when bouncing around in the chop of Rhode Island Sound.

One of the options Jim had looked at to make *Mariner* faster was increasing draft. The 12 meter rule penalizes that move heavily, though. Lexcen's keel got around that problem by being more efficient — it behaved as if it were deeper in the water. The wings also added some draft when the boat heeled over, a point the New York Yacht Club argued as being unfair in their protest against the keel.

Alameda's Carl Schumacher adds that the more efficient keel allowed Lexcen to also remove some of *Australia II*'s underbody, which on other 12 meters is needed to prevent leeway. This in turn reduced wetted surface and drag.

Carl found it amusing that *Defender*'s navigator Halsey Herreshoff made several public comments that *Australia II*'s superior design would mean the end of the American domination of the America's Cup. His grandfather, Nathaniel Herreshoff, known as "The Wizard of Bristol", designed and built every Cup defender from 1893 to 1920; those superior designs were a key reason the Cup had remained at the NYYC for so long!

Oakland's Gary Mull probably is the local designer who will have to deal with Lexcen's design the most. This November he will travel to London as a member of the International Yacht Racing Union's keelboat committee, which will have to decide whether or not to allow the winged keel to remain legal. Gary didn't want to say much that might

**- cont'd**

prejudice his presentation in London, but he did say that the IYRU could decide that maybe they acted prematurely in letting *Australia II* race. It certainly made all other existing 12 meters obsolete, and Mull has worked his butt off for the past ten years trying to prevent rapid obsolescence in the IOR ocean racing rule.

Alameda's Tom Wylie thinks the wings will be outlawed, just like bilgeboards were. He hopes the loss of the Cup will spell the end of 12 meters. He can't see spending all those millions on a boat designed in the 1930's and one that rarely goes more than nine knots. "The money would be better spent on high tech boats that go faster," he says.

None of these local designers had received orders for winged boats themselves, although Bob Smith predicts we'll probably see a few attempts at next year's SORC in Florida. Under the IOR rule, the Lexcen keel configuration would be too heavily penalized to make it effective.

**Other keel notes:** After the Australian victory, a national television news network revealed that the patent for Lexcen's design, complete with drawings of the keel, had been filed with the London Patent Office long before the racing began. Anyone with \$3 could have requested the patent and xeroxed the drawings . . . The late English author/sailor Jack Knights had also been working on a bulb-ed, winged keel for the British Victory syndicate, headed by Peter de Savary. Project Acorn, as it was called, was shelved in favor of a more conventional design. Lexcen had reportedly had the idea of *Australia II* since 1964 and as British writer David Hollom wrote in the October issue of *Yachting World* (before the keel had been revealed): "Lexcen . . . appears to have grabbed the bull by the horns and gone all the way." Indeed he had.

The *Wall Street Journal*, ever eager to spot a trend, surveyed several sailboat manufacturers across the country about the possibility of winged keels. The response was negative because the configuration would be difficult to build, would create trailering problems and, according to a spokesman from Irvine, California's Ericson Yachts, it would "get caught in all sorts of lobster line traps and kelp." *Australia II* did allright on Rhode Island Sound, though.

And what about winning the Cup back? There was a lot of bar talk immediately after the Aussies won, but as Jim Bucher, manager of Dennis Conner's San Diego Yacht Club put it, "There will be a lot of soul searching going on before anything definite happens."

cont'd on next sightings page

**love affair — cont'd**

vessel.

The next step in the process is a hearing where Bradley Herman can present evidence for his side. (McCartin spoke to Herman already as part of his investigation). After that the Hearing Officer makes a judgement as to what punishment or fine — if any — there should be. If a fine is recommended, Herman gets an opportunity to respond. After hearing the response, the Hearing Officer makes the final judgement in the case.

McCartin is not sure how long the entire process will take, but he hopes it will move quickly to a final verdict while the incident is clear in the minds of everyone who sails the Bay.

Although *Secret Love*'s conspicuous and close crossing has brought her to the forefront of attention, the close calls between racing boats and commercial traffic have become far too numerous. We asked Commander McCartin if perhaps some arbitrary distance might be set up by which sailboats must stay clear of commercial traffic. McCartin said you'd never be able to get that into federal regulations, but perhaps one could be written into the YRA racing rules for San Francisco Bay. Something is definitely needed.

**ugo conti & the loss of youth**

When Berkeley geo-physicist Ugo Conti set out for Hawaii on his 28-ft twin-hulled inflatable in May of this year, much of the attention was focused on his unique craft. His converted Italian speedboat, on top of which Conti built a cabin and sloop rig, was intriguing indeed. For Ugo, however, the big news was that he found an answer to some nagging questions about his life.

Part of Ugo's original purpose for the trip was to address his midlife crisis. He had been wondering in recent years why he couldn't do things that he had done before, and why he was so unhappy. Out on the Pacific he had a chance to grapple with those issues with few distractions. A Hollywood moviemaker or an encounter group leader would have loved the results.

But let's back up a bit first. Technically, the trip was a big success. The inflatable's sailing characteristics proved to be admirable. Ugo had only to tie the tiller off and the boat steered itself, never varying more than more than five degrees either way. When the wind died and the boat turned itself around, it would readjust itself back on course when the new breeze came up.

Ugo had to go pretty far south to avoid the Pacific High, turning west only when he got down to 26 degrees latitude. He totalled 2500 miles for the voyage, averaging 100 miles a day. His high was 138 miles a day, which he achieved twice. Top speed was 12 knots surfing in the trades. He used two winged-out jibs the whole way, aided by a pair of mini-bloppers rigged under the jibs that added half again as much sail area. In total the rig flew 420 square feet of sail, adequate for the 3,000 pound craft.

The only major problem came when some voracious fish took bites out of the two aft chambers of his hull on the sixth day out. Ugo tried to patch the holes, but with limited success. He ended up having to pump air into the chambers for 15 minutes a day, which at least gave them some shape. With these "soft" tails, Ugo's boat (called Emteess, or "We who about to die salute you") bent around the waves like a huge slinky toy. "It was fortunate the fish didn't go after the middle chambers," he says, "because they were needed to hold up the rig!"

Since the inflatable, with its twin hulls, was essentially a catamaran, Ugo's big fear was capsizing. He hadn't really sea tested the craft before the trip, but found it extremely stable, not lifting a hull once. After the fish bites, the hulls shipped several hundred gallons of sea water, which aided stability, too.

Confident in his boat, Ugo sailed on to Hawaii, but the bigger, existential questions kept bothering him. Approaching the islands he began to realize that he had done this same thing many times before: coming onto a new land or experience. "In the last few hours," he reports, "it dawned on me that it

cont'd on next sightings page

# SIGHTINGS

## loss of youth — cont'd

was the end of discovery. When you're young you are always doing new stuff. You push and push; eventually it becomes too much. I wasn't satisfied because I was pushing with this old set of values. I knew I would discover nothing new on the island. I found my youth was over and that was very sad. But it opens up a whole new dimension. Now I could go to the island and just enjoy it. I came out of it totally renewed."

Conti received considerable press coverage in Hawaii upon his arrival, especially when he talked about his philosophical revelations. He explained that he had chosen this method rather than a 16-year-old mistress to deal with his mid-life crisis. "There were many women who came up to me and said how much they appreciated me for that," he reports. He got mixed reviews from the men.

After spending time cruising the Hawaiian Islands, Conti packed his boat into a 12'x6'x4' crate and shipped it home. He is now back at work in Berkeley "making money". Every once in a while, though, he says he has flashbacks of being at sea and reliving his discovery. It seems the only thing that died on *Emteess* was an old image, and Ugo gave it a proper burial at sea.

## usdb's

We've all heard of ULDB's, but how many have seen or heard of USDB's — ultra smelly displacement boats. Frankly there's not a lot to recommend them. They smell; the decks are slippery, they're too heavy to be fast and it's

cont'd on next sightings page

## aftermath

Bucher adds that Conner's two campaigns, the successful one in 1980 and this one, were funded through New York's Ft. Schuyler Foundation. It would be unprecedented for San Diego to take on such a huge financial commitment.

Another report, this one appearing in the October 7th issue of the *San Diego Log*, said that Joseph E. Jessop Sr., holder of SDYC card #1, has put up the first \$1,000 for the 1983 challenge. "We want to win the America's Cup back," he said. He also added that if they were successful, San Diego would be hard pressed to handle a flock of 12 meters for the defense after that. "It would be like a Star boat regatta coming to town," he said.

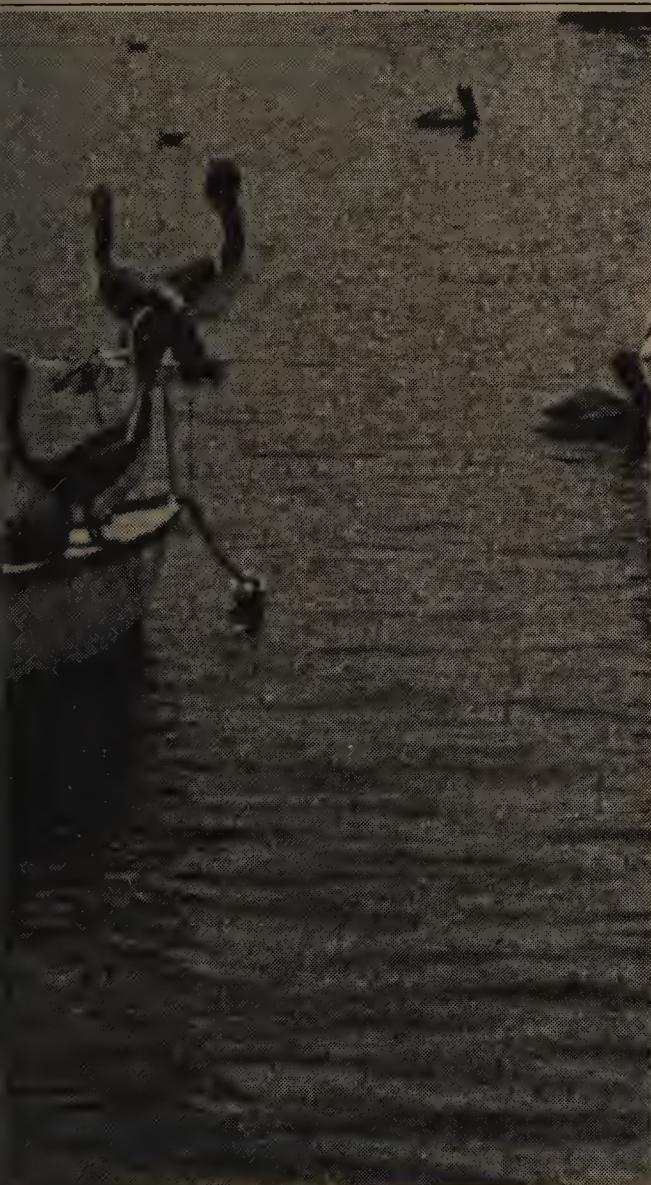
From Hawaii, we hear from Lynn Nakkim that the Waikiki Yacht Club put in its bid for the challenger within hours of Conner's loss. Dick Gooch and other WYC members approached Aussie media man Peter Campbell on his stopover in Honolulu with the proposal. "For 132 years, the New York Yacht Club has had a corner on the right to race for



## — cont'd

the Cup," Campbell told them. "Now it's wide open." Gooch adds: "We're the closest to Perth here at Waikiki — we'll be glad to go!"

One American who positively wants to go to Perth is Texas' John Kolius, skipper of *Courageous*. He's already got a new boat in the works, to be designed by experienced 12 meter veteran Bill Lagan of Sparkman & Stephens. He'll be joined by other members of the *Courageous/Defender* syndicate, such as manager Chuck Kirsch, tactician John Bertrand of Sausalito, and some of the crew who helped Kolius put on such a good showing this summer. The Seabrook, Texas, sailmaker fully expects to be sailing by next summer in preparation for the 1986 challenge. "We've done considerable research," he says, "and it's going to be real expensive." In three years, Alan Bond's \$16 million spent over four challenges may seem like a bargain price to compete for the America's Cup. It's a long, long way to the west coast of Australia.



LATITUDE 38/RICHARD

## usdb's — cont'd

hard to set much sail with all those pelicans hanging around.

However USDB's are not such a bad long term investment. Given time the guano turns to phosphate. With the demand for fertilizer you'll probably become a millionaire [see following article]. At which point you can buy a ULDB and win some races.

## don't expect perfection in paradise

Because of a lack of natural resources, their distance from important trading markets, and a relatively unskilled/uneducated work force, most South Pacific islands are relatively poor. But certainly not all of them.

According to a September 22 story by Paul Gigot in the *Wall Street Journal*, the eight square mile central Pacific island of Nauru is not only the smallest country in the world, but also the richest. The islanders owe it all to birdshit, which over the years has become phosphate. Last year this sole export of Nauru netted the 5,000 islanders an estimated \$125 million — an average of about \$25,000 per person.

As one of the first white men to travel through much of the South Pacific, Captain James Cook often wondered whether it wouldn't have been better for the islanders had they never been discovered. More than a few times he decided that primitive islanders would have been better off without "progress".

And while it's certain white men brought incredible death and destruction to the South Pacific populations, the behavior of the Nauruans demonstrates the frailty of all humans in the face of temptation.

While untold riches are pouring into Nauru now, the phosphate is expected to have been completely mined and sold by the 1990's. At that time the island is expected to be in no better shape than any one of the hundreds of impoverished islands in the South Pacific. But is the democratic government and population managing their incredible wealth wisely for the day the poop runs out? *The Wall Street Journal* story would indicate not.

The *Journal* cites the example of a police inspector who received a \$100,000 royalty check. Despite the fact Nauru only has two roads and he was far too big to fit comfortably into it, the gentleman spent \$25,000 on a Lamborghini. The remaining \$75,000 was quickly spent, too; \$15,000 went to an "investor" who hasn't been seen since.

This isn't atypical behavior. The tiny island has 2,000 automobiles, and almost everyone had a TV before there was anything to watch. Virtually every family has a video recorder, a single Australian having sold 1,500 himself.

Nauru's president, Hammer Deroburt, isn't exactly a model of fiscal responsibility, the story suggests. His favorite island charity is Air Nauru, which flies nearly empty Boeing jets to far off places like Singapore. Despite the island country's fabulous income, it's running a deficit of about \$31 million dollars — about what the national airline lost last year.

In the days of Captain Cook it was false progress; these days it looks like false prosperity.

Deroburt has threatened to sue *The Journal* over the article, saying it had "racist overtones" and that its publication was timed to influence a libel suit brought by Deroburt against a Gannett chain newspaper published in Guam.

## light speed

Larry Diggs' 60-ft ultralight sloop *Light Speed*, designed by Tom Wylie [Volume 75, September 1983] should now be off on the start of a planned two year circumnavigation. Diggs, who built much of the fiberglass flyer himself in Oakland, had originally planned to compete in November's Long Beach to Cabo San Lucas race, but decided against it. He had placed print

cont'd on next sightings page

# SIGHTINGS

## light speed — cont'd

ads looking for crewmembers willing to pay \$1,000 for the privilege of going along, and received many inquiries. But, he soon realized the expenses would far outweigh the income he could raise from a paying crew.

"I was naive to think that \$12,000 would cover the expenses needed to get the boat race ready," he said. "Just the sails alone — a 3/4 oz. chute, a 1.5 oz. chute, light and heavy #1 and #2, a blast reacher — would be about \$30,000!"

Larry was also looking for paying crew to join him for the cruise to follow the race. Going through the applications he received, he says, gave him a real education. As it turns out, he'll be shoving off at the end of October with two young men, one of whom helped build the boat and the other, John Clark, a high school senior. They may add one more permanent member before leaving, and have plans for friends and charterers to join them along the way.

The itinerary includes Mexico, Cocos Island off Costa Rica, and six months in the South Pacific. Then another six months in New Zealand and the Great Barrier Reef of Australia, across the Indian Ocean to Durban, South Africa, and then up to the Caribbean.

*Light Speed* has been out sailing off the coast in the past weeks, and Larry is very pleased with her performance so far, especially upwind. Sailing 60 miles off the coast in a 25 knot southeasterly with five foot seas, he described beating to weather as "dry and beautiful". He's looking forward to seeing how people around the world react to his ULDB. At 22,000 pounds, it will surely be the lightest 60-footer in most of the harbors he drops anchor in.

## angel wind

For years people on Angel Island have been talking about the windy weather, but it wasn't until October 5, that they finally did something about it. That was the day they started harnessing it for energy.

The way Ranger Mark Windham tells it, a while back a state grant had a UC Santa Barbara professor running around the state with wind recording devices. He spent a year taking readings before concluding that Angel Island would make a feasible spot for a wind generator. Brannan Island in the Delta was another feasible location and actually became the first place the wind generator was installed. But Angel Island got the big one — it's 80 feet high with 25-ft blades.

Since Angel Island has no facility to store energy, the juice created by the wind generator is piped over to PG&E transformers in Tiburon where the island gets credit for its energy contribution. It's not the most efficient system in the world, but it's good enough for starters. The Angel Island facility generates about 40 kilowatts per day, which is about one-third of the island's needs.

As with any new project, there are always a few uncertainties. The Coast Guard, for example, was originally concerned because they thought the generator might interfere with the radio direction signal they send out from a nearby station. Experience has dem-



The Big Ugly.

TIM STAPLETON

## angel wind — cont'd

onstrated there is no conflict in frequencies and therefore no problem.

Ranger Windham himself was most concerned about the noise the generator might create while in use. But he's discovered "it's not noisy at all, more like a low hum".

"We believe the generator is well worth it," he says, and thinks it's only fitting that the Park Service set an example in the use of alternative energy. To date almost all public comment has been favorable.

Probably the only thing bad about Angel Island's wind generator is that it's so damn ugly. Although it goes relatively unnoticed from all of the Bay Area's populated areas, it's a hideous-looking structure when viewed from the water. What makes it so obnoxious is that unlike the Bay's other landmarks — the roachclip, the three big bridges, Mt. Money, and the green gas tower in Richmond — the darn thing moves. It's an annoying contraption to sail by, but apparently it's the price we're all going to have to pay to preserve our dwindling energy resources.

## in the works

It seemed like only a few years ago that people were crying for new berths in the Bay Area. Now the pendulum has swung the other way, with harbors springing up all over the place and hundreds of empty berths available.

The latest we've heard about is a 700-berth facility in the works on San Francisco's Embarcadero. The South Beach Marina, as it's called, is one of the major elements to San Francisco's Rincon Point-South Beach Redevelopment Project. Included will be housing, waterfront parks, hotels, historic building preservation and restoration and reconstruction of the Embarcadero.

The State recently approved a \$4.5 million loan for the South Beach Marina. According to Bob Isaacson, a project engineer for the Redevelopment Agency, they are in the permit process now and will start seeking construction bids after January 1 of next year. He predicts an 18 month building period, which means by mid-1985 they should be renting berths.

The marina will be located at the present site of Piers 40 to 46A. Most of these structures are severely decayed and will be ripped out. The concrete portion of Pier 40, which is intact, will be rehabilitated in the second phase of the project, and a boat repair facility eventually added.



Artist's rendering of the South Beach Marina (looking north).

# THE AVALONIZATION

Three months ago we ran the picture below in *Changes in Latitudes*, claiming that it's what Cabo San Lucas, Mexico, would look like in the year 1990. That remark was made only partly in jest.

The truth is that the Cabo waterfront is go-



We thought Cabo would look like this in 1990.

ing to look much different, much sooner than we had imagined. By March of 1984, for example, the outer harbor will resemble the photo of Avalon on the opposite page.

Yes, they are installing mooring buoys in the outer harbor of Cabo San Lucas. Twenty of them are in place now, and the Newport Beach subcontractor says 125 more will be down by March of next year.

Will the moorings have any effect on the cruising crowds who for so many years have dropped their hooks off the Hacienda Resort (which fronts the bay) and spent days, weeks, and even months? The answer is yes, the moorings will have some effect. Exactly how much effect, however, is a matter of substantial debate and uncertainty. The most discouraging possibility is that anchoring in the outer harbor of Cabo San Lucas will be prohibited.

It is known that the Mexican government has issued a permit to the Hacienda Resort for a mooring concession in the outer harbor. It is generally believed that the Hacienda Resort — and several other Cabo luxury hotels — are controlled by Bud Parr of Newport Beach and Cabo San Lucas. *Latitude 38* tried to reach him in Newport Beach and the Hacienda Resort without success. We were, however, able to talk to his son Mark, who described himself as "a local resident" of Cabo.

Mark explained in a telephone interview from Cabo San Lucas that the Hacienda Resort had been contacted by "several"

Mexican government agencies about the possibility of installing mooring buoys. The reasoning behind it, Mark explained, was to prevent reoccurrences of the disaster of December 8, 1982. On that date an unexpected blow came through Cabo, driving some 33 pleasure boats on the beach, destroying almost all of them. Apparently the Mexican government does not wish to have their treasured beach so littered again, nor do they want boatowners to feel their boats cannot be safe at Cabo.

Mark said there were other reasons for the mooring buoys, too. With so many different kinds of tourists arriving — boaters, campers, ultralight aircrafters, dune riders, sailors, fishermen, water skiers, — some organization was needed to prevent conflicts and injury. And this is true. The orderly mooring of boats, a new 24-hour harbor patrol, trash pick-up, the prohibition of pumping sewage into the harbor, and enforced speed limits, he said, are all part of an organizing effort.

"What," we asked Mark, "about the report in the October 21 *San Diego Log* that boats would no longer be allowed to anchor in the outer harbor, and that the minimum charge for a mooring would be \$200 a month?" Mark said he knew nothing of what the mooring rates would be, but he was sure about the free anchoring.

"The installation of moorings does not mean there will no longer be free anchoring in the outer harbor; we are not setting up a monopoly." He even went on to volunteer, "If everybody resists the idea of mooring buoys, we're not even going to go on with it, because we're not in it for the money." Mark said he did not know how many moorings were planned, but believed the number would be based partly on the demand. In conclusion he said, "Cabo is Cabo, things will still be loose."

That's not the way Bob Bisbee of Bisbee Sportfishing in Newport Beach sees it. Bisbee, who acknowledges he's the subcontractor putting in the moorings, confirmed that the Hacienda Resort has a permit for a mooring concession in the outer harbor. In fact, he claimed they have a permit for all of the outer harbor area that boats could reasonably expect to anchor in. During a telephone interview with *Latitude 38*, Bisbee in no uncertain terms stated, "No boats will be allowed to anchor in the outer harbor of Cabo San Lucas." This, he said, would be

backed up by Port Captain Alberto Escobar.

When asked to comment on Mark Parr's assertion that boats would still be able to anchor out, Bisbee responded, "I've got news for him. It's my money that's going into this project and no boats will be allowed to anchor out." He said there was a good reason for it, too. If just one boat anchored out dragged — as so many did last December 8 — scores of moored boats could be damaged or destroyed.

Very forthcoming about the project, Bisbee explained that Dave Lyles, who was the captain of his Hatteras sportfisher in Cabo last year, is living in Cabo and in charge of putting down the mooring buoys. He advised that the Cabo moorings would be similar but not identical to the ones at Catalina, and that only the best American gear would be used. This includes American chain, American danforth anchors, and American nylon rode — all of which is being put together by Kettenberg Marine of San Diego.

By March, Bisbee says, the initial 150 moorings will be in place and ready for use. Will any more be added, and is the Hacienda allowed to add more under the permit? Bisbee said their permit covers all of the useable outer harbor and that, "we'll put in as many moorings as there are boats."

The *San Diego Log* story of October 21 reported that there would be a minimum mooring fee of \$200. Bisbee explained that would be the minimum mooring fee for a month, and would apply to boats up to 50 feet in length. Larger boats would pay slightly higher rates. There would be a flat rate of \$10 per night for shorter stays. He reiterated that there would be no anchoring in the outer harbor, and that the Port's twin Volvo-powered Uniflite would be patrolling 24 hours a day to insure compliance.

What can you expect if you arrive in Cabo San Lucas soon? With such conflicting reports and only a few moorings in place, we're not sure. We'd guess that for the next several months you'll still be able to anchor in some reasonable parts of the outer harbor for no charge, and that possibly for a day or two in the inner harbor. We'd not be surprised if there are more regulations concerning the disposal of trash, the pumping of sewage, and general behavior in the area.

Cabo is no longer a little town, and with the number of boats visiting, it does need

some regulation. Because of poor judgement or the lack of proper equipment, many boats anchored out in the past have put others in grave danger. Obviously that situation had to be addressed for the good of all. Since we the cruising fleet have not been able to police ourselves, it's not surprising others have felt compelled to. We're not overjoyed about the Avalonization of Cabo San Lucas, but because of its popularity, it was inevitable. Hopefully, however, Mark Parr is right when he said, "Cabo is still Cabo".

#### Bulletin

**O**nly hours before going to press, *Latitude 38* conducted a telephone interview with Alberto Herrera Escobar, the Port Captain of Cabo San Lucas. Escobar spoke to *Latitude 38* from his office in Cabo San Lucas on the morning of October 23, using 27-year Cabo resident 'Doc' Ross — well known to Mexican cruising veterans — as translator.

The Port Captain absolutely refuted the claim of Bob Bisbee that boats won't be able to anchor free in the outer harbor of Cabo San Lucas — and implicit in that, the claim that he, the Port Captain would enforce such a ban. "There is nothing compulsory about the moorings," Escobar said in Spanish. "If people wish to use them they can, if they don't want to, they don't have to."

Furthermore the Port Captain completely denied the basic assertion of the story published in October 21 *San Diego Log*, which reported that the days of free anchoring in Cabo San Lucas were over. He particularly denied the statement, "The Navy will enforce the use of moorings", that had appeared in the article. That quote was attributed to Mario Sanchez, who was identified as "assistant to Port Captain Alberto Elreda". The Port Captain is Alberto Escobar, not Alberto Elreda. Mario Sanchez, according to the Port Captain's wife, is from Guaymas, and is not the assistant to the Port Captain in Cabo San Lucas.

**P**erfectly willing to answer any and all questions, Port Captain Escobar acknowledged that The Hacienda Resort did have a permit to install private moorings, and that they would be available to those who care to use them. But he emphasized once again that these did not have to be used. "There is

nothing in any way, shape, or form to prevent sailors from anchoring for free in the outer harbor", is the way Doc Ross translated it.

Translator Ross did make the personal observation that boats obviously would not be allowed to anchor in the mooring area or right next to it. But there is no question that there will be free anchoring in the outer harbor.

Wondering about the current attitude toward cruisers, we asked the Port Captain if the Mexican government, the local officials, and the population of Cabo San Lucas looked forward to the arrival of cruising sailboats. "Of course!" was his emphatic reply through Doc Ross. "That is why we are an open port. We want everyone to come here who wants to come — and who behave themselves."

Sensing a hint of complaint about yachtie behavior, we asked if there was any specific area where cruisers were poor guests. The Port Captain could not think of any singular problem that stood out. But Doc Ross, again speaking for himself, volunteered that the

There will be a strictly enforced ban on long-term anchoring in the inner harbor. The use of thru-hull heads will not be allowed in the inner harbor; they still may be used in the outer harbor.

Two big garbage bins will be available on-shore for boat trash, and the bins will be emptied each day. There possibly will be a trash pick-up service in the outer harbor. Two designated areas for yachtie dinghies have been established in the inner harbor; both are areas where the Port Captain believes he can maintain good security and hold thefts to a minimum.

In summation the welcome mat has been put out for cruising sailors in Cabo San Lucas, and there will be — as there always has been — free anchoring. Also, some additional good news, Doc Ross, who has taken the weather in Cabo for many years, says the water temperature has dropped substantially in the last month around Cabo San Lucas, indicating a continued weakening of the El Nino effect associated with hurricanes. Furthermore, he said that an especially strong hurricane such as Tico — which badly damaged Mazatlan in late October — at that time of year often means the end of the hurricane season. Doc Ross tells us that frequently a



Oops! This is the Isthmus, not Avalon. Same deal, though.

use of VHF radios — and Channel 16 in particular — by cruisers in the harbor constituted a terrible abuse. Ross said that fliers will be handed out in the Port Captain's office to make sure this abuse is stopped.

**E**scobar confirmed that changes have been made in the policies concerning the inner harbor — which is once again being dredged. Boats will only be able to anchor in the inner harbor overnight while checking in or in the case of a mechanical emergency.

hurricane of that size simply dissipates the energy necessary to foster later hurricanes. Obviously this is no guarantee, but it's an encouraging sign.

**S**o if you've been making cruising plans, indications are it's time to head south. If you are going, we at *Latitude 38* encourage you to behave in a manner worthy of the welcome offered; these are wonderful people with a beautiful country they are willing to share. So let's be good guests, enjoying ourselves, but always sensitive and respectful of the Mexican culture.

# SVENDSEN'S WINTER

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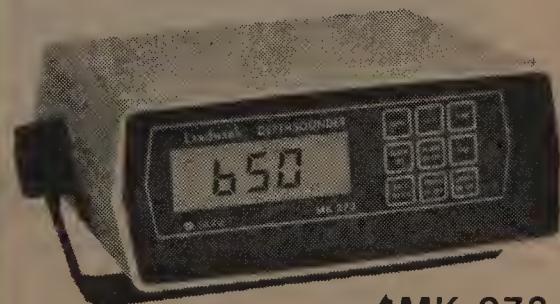
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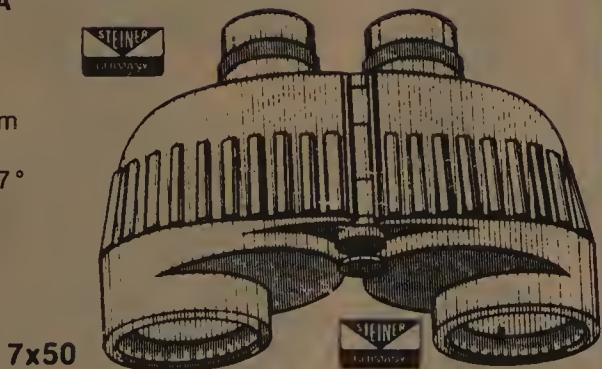
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Exit Pupil: 7.15 mm  
Field of view:  
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Weight: 37 ozs.  
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Length: 5.2"  
Width: 8.2"

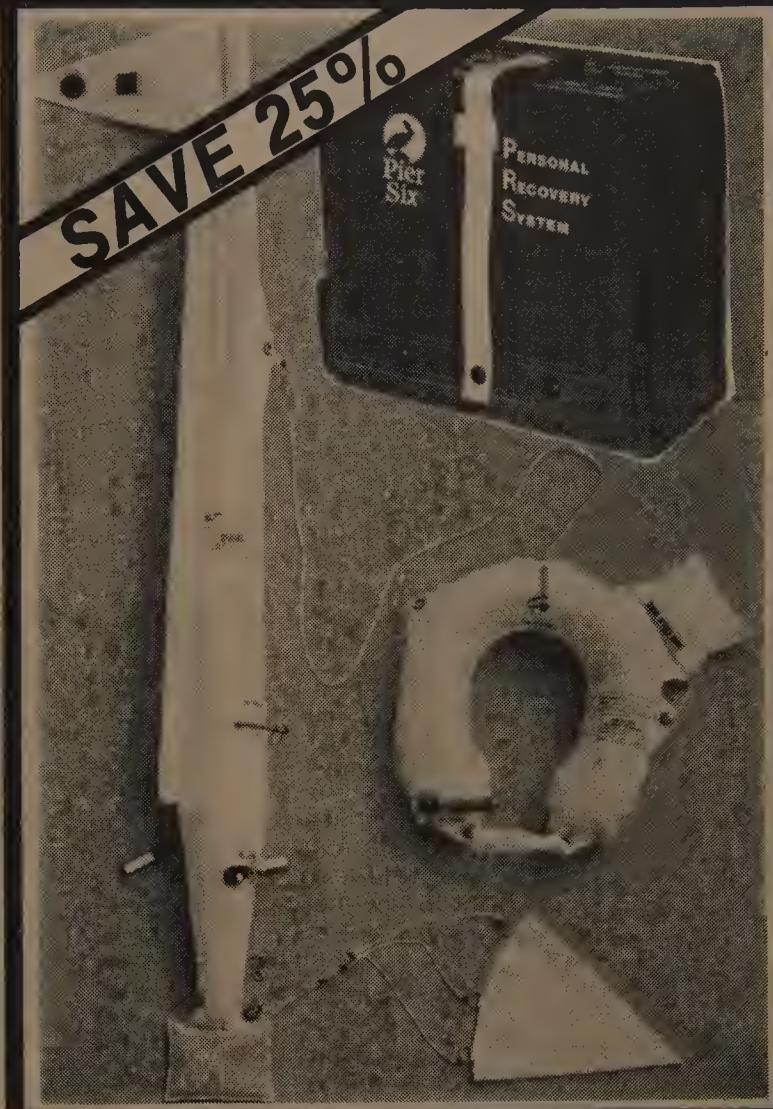


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# SVENDSEN'S

They came from Sacramento, San Diego, and as far north as Oregon to peddle their gear — winches, shackles, sails, charts, coiled halyards, battens, anchors, and heads — at Svendsen's 13th Annual Marine Flea Market in Alameda. There were some things old: yachting magazines from the '40's, antique sextants, a stock of frozen unused film dated 1965. There were some things new: marine sanitation systems, boat alarm security devices; some things borrowed: "I don't remember who's foul weather gear this was," explained one peddler to a prospective buyer, "but it's been on the boat for years." And there were some things blue: a Laser, sheet bags, and sail covers.

There seemed to be something there for everyone. Among the more expensive items were life rafts, large winches, and Himalayan kittens — going price: \$300. What do kittens have to do with boats? These two apparently had sailing in their blood; their mother lives aboard an Explorer 45. Down from the kittens someone was selling skis, and nearby, a lawnmower stood waiting for its new owner.

"We wondered what size boat the lawn-

Beginning as a small event in Svendsen's boatyard to help customers sell their old equipment and parts, when it grew too large for their yard, Svendsen's moved it to the marina.

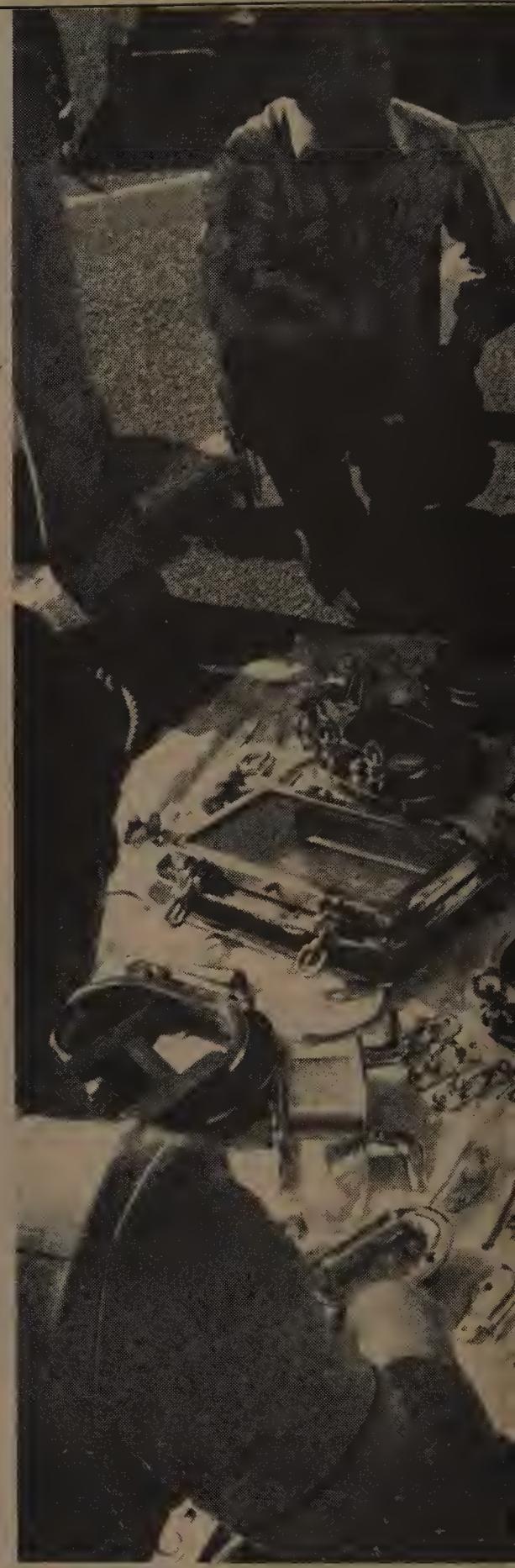
This year the tables and canvasses extended through the parking lot and dry storage area. "There were people here at 6 a.m.," Eric said, and even though the posted star-

Some found just what they were looking for . . .



The exchange  
of ideas and advice  
was as common  
as the exchange  
of boat parts and  
sailing gear.

mower came off of," joked Eric Harvey, retail manager for Svendsen's, who had organized the annual event. Having grown steadily over the past decade, they don't do much advertising other than flyers in the store. It's passed on mostly by word of mouth, and has become as much a social get-together as it is a successful market place.



ting time was 10 a.m. — things were in full swing by eight with early buyers crowding the tables.

Even before they had finished unloading them from the car, people pounced on the used mainsails and jibs of various sizes from the Novato Sea Scouts (Ship 882). Most were wanting the sails for use as spares. One was bought to put on a wall at home, at \$25 — cheaper than a tapestry. By early morning, 21 of the 25 sails had been sold.

There was the lady from Sacramento with

# FLEA MARKET



"Well, would you take five dollars?"

the books and galleyware who comes every year. She still hadn't sold the box of Pampers by the end of the day. "It's fun just to see what people want each year," she said.

This year sextants, heads, and winches were in demand. \$70 for a Barent 10 winch was an average deal, \$100 for a sextant. And there were plenty of toilets to go around. John Baier, a San Francisco State

ALL PHOTOS BY LATITUDE 38/JOANNE

business major, manned the booth selling TDX Marine Sanitation systems. He received some school credit for the idea of bringing his professor's plumbing supply store goods to the flea market. By early afternoon he had sold a system and a good share of the chemicals.

Next door was John Rolien who manufactures teak hot tubs. He wasn't suggesting anyone put a hot tub on their boat, but rather use his teak scraps for deck trim and interior cabinetry. They were selling quickly.

The annual event has been blessed with good weather — it's only rained once in its long running history. There have been suggestions of making the market a bi-annual event, possibly prior to Opening Day, an idea Svendsen's may consider.

Svend has managed to keep the flea market free, with no set-up charge or entry fee. He's also tried to keep it as non-commercial as possible. There was a display from Boat Alert, but more for exposure than profit. A & B Industries in Corte Madera sold their defective and discontinued items: horn cleats — \$10 for the larger ones — port holes, goosenecks, and shackles.

The exchange of ideas and advice was as common as the exchange of boat parts and sailing gear. "Will Micron blister?" a pro was asked. "What have you found works best for seasickness?" someone asked Fredrica Loveless, a third year flea market veteran. She mentioned an acupressure band and even offered the address of where to get one.

Fredrica, like many others, was preparing for cruising in the spring. Hawaii bound, she brought not only items from the 39-ft *Syrenity*, but also much from home. The sleeping

bags had sold in the morning, but the Coleman stove and skis were still there. She had found a good deal on a survival kit for their trip, and says she enjoys the flea market not only because of the buys; but for the opportunity to talk to people.



Bartering for compasses and sextants.



Barry, who lives on a wooden ketch in the Berkeley Marina, was among those that ended up buying more than they sold. He got rid of some old blocks and foulies, and said he came close to bringing a box of old Latitude 38's. He decided he couldn't part with them because "the knowledge contained might come in handy while cruising". He told me this as I was deciding whether to take his girlfriend's old pair of foulie pants off his hands for \$25.

Most of the peddlers had picked up and gone by 2 p.m., but there were still a handful who hung around until the final hour when prices hit rock bottom. There wasn't much left — a 3-blade propeller, metal anchors, an extra long whisker pole.

Packing away the charts he had just found for \$1 a piece, Barry summed it up: "You know what they say," he smiled, "one man's trash is another man's treasure."

— latitude 38 — joanne

# CHICHESTER MEMORIAL

In 1972, Sir Francis Chichester, the famed English ocean sailor, passed away after unsuccessfully at-

Now there is no way the 13 or so miles around Alameda could match any of Chichester's feats.

After making his



The Laser line-up.

tempting to compete in that year's single-handed TransAtlantic Race. Sailors around the world marked the demise of this adventurous 71-year old with sadness. Here on the Bay, his death was noted in a unique way: the establishment of the first annual Sir Francis Chichester Circumnavigation of Alameda.

"Commodore Tompkins was the first one to suggest it," says Don Trask, who was in charge of the event up until three years ago. "It appealed to sailors all over the west coast. They used to come by the truckload from San Diego, Los Angeles, Las Vegas and Seattle. The first two years we had over 100 participants!"

mark in forestry and real estate in New Zealand, the then 28-year old returned to his home country and learned to fly. In December of 1929, he became the second man to solo from England to New Zealand. After many years of flying he turned his attention to sailing. He suc-

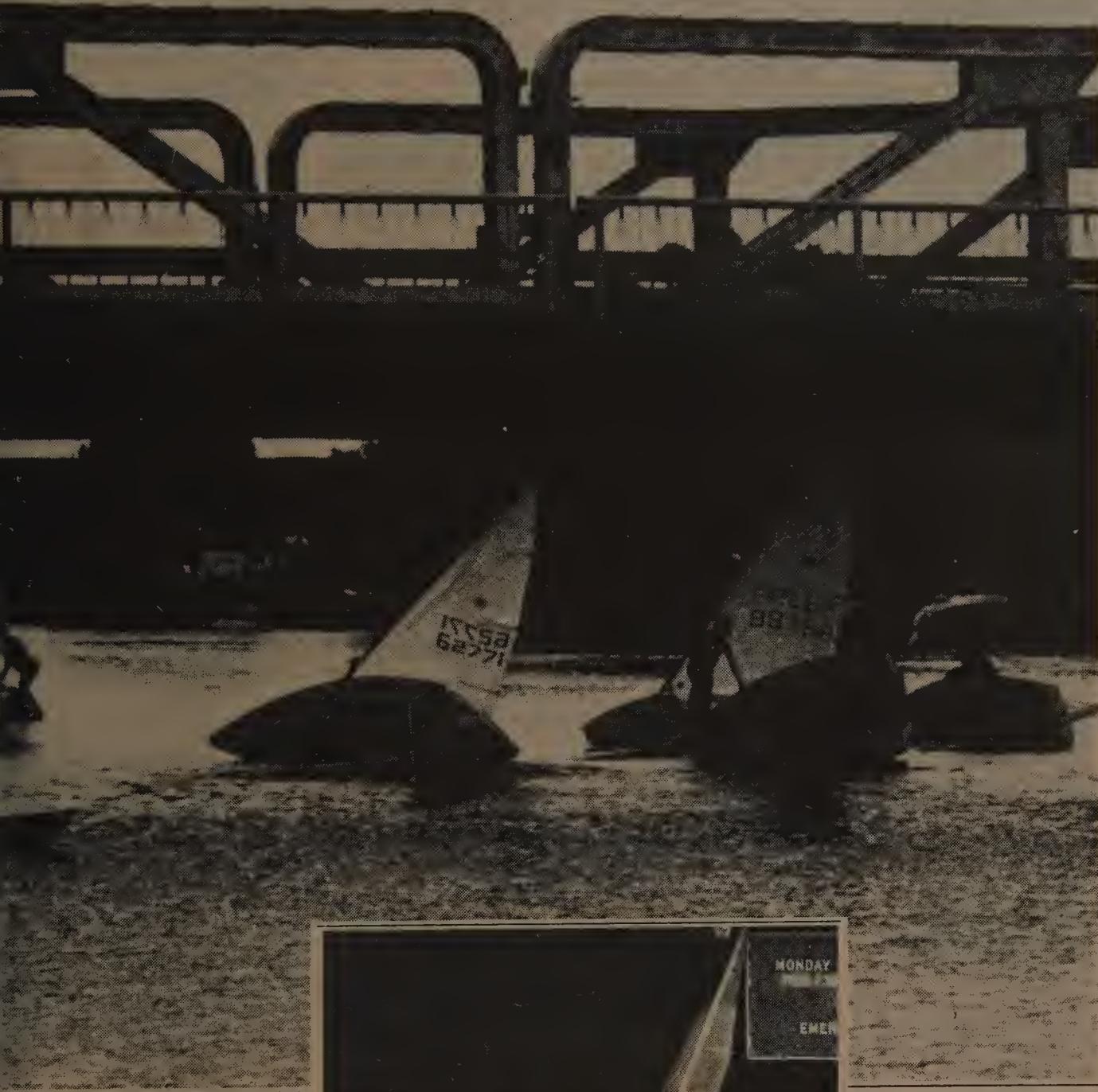


The 'either way around is okay' rule leads to some strange starts. Here two boats go east while another goes west.

cessfully debuted in coastal races off England in the first of his five *Gypsy Moth* boats. Following a bout with lung cancer, he won the first singlehanded Trans-Atlantic race in 1960 in a time of just over 40 days.

In 1966, at the age of 65, Chichester again voyaged alone to New Zealand, this

# ALAMEDA CIRCUMNAVIGATION



time non-stop by sea, arriving in 107 days. From there he went on to complete the circumnavigation, arriving back in Plymouth in an elapsed time of 236 days. He was knighted shortly thereafter by Queen Elizabeth; who used the same sword with which Elizabeth I had knighted Sir Francis Drake in 1581. Heady stuff!

Chichester had



More than once a mast has gotten engaged in the High Street Bridge Gate.

his last Gypsy Moth built in 1969, using it to sail 4,000 miles in just over 20 days, just missing the existing record. In 1972, he started the singlehanded Trans-Pac, but illness forced him to return to Plymouth, where he

died shortly thereafter.

It was appropriate for Tompkins, an ocean voyager of some repute himself,



Navigating on the Estuary.

to conceive of the Alameda race as a tribute to Chichester, who inspired a generation of readers with such books as *The Lonely Sea and the Sky* and *Alone Across the Atlantic*. The circuit of Alameda was not as dangerous as sailing past Cape Horn, but it did present its difficulties.

The biggest were the four bridges that had to be negotiated. Since three of them are part of busy roadways, the chances were slim to none that they would be open as the contestants sailed by. The boat chosen for the Chichester circumnavigation, the 14-ft Laser dinghy, has a mast which rises 20 feet off the water, making it impossible to sail under the structures without taking some sort of action.

A major factor in

# CHICHESTER MEMORIAL



the race, then, has been one's bridge tactics. Upwind it was found best to stand up in the cockpit and heel the boat over far



One boat's ...

enough to pass clear under the bridge while still sailing. If the tide was too high and the opening too low, other techniques had to be devised. In a following tide, you could capsize and just drift through. Sometimes you had to jump onto the bridge structure itself and pull the boat through by holding onto the mast.

**O**ne of the most ingenious passages was reportedly de-

It's tough to tell who is in the lead in a situation like this.

vised by the race originator, Commodore Tompkins. Legend has it that he had his Laser rigged



... three step ...

so that as he approached the bridge on a downwind leg, he could pull the mast out of the hull.

He then rotated the rig 90 degrees. The 7-ft boom was now the vertical spar, and he could continue on unimpeded, re-stepping the mast on the other side.

Of course, there were mishaps. Don Trask lost a mast one year, catching his



... bridging technique.

masthead in the grate of the High Street Bridge. The spar

snapped and came tumbling down, complete with tire marks on the sail from the cars that had run over it!

The other major tactical problem to solve in the Chichester is deciding which way to go. From the beginning competitors have been free to circumnavigate in either direction. The starting line was a rectangle, or box, set off Mariner Square on the Alameda side, and Jack London Square on the Oakland shore. With five minutes to go to the start, everyone had to be within the box; at the gun they could sail west or east. The first one back won. Trask reports that the big question in the

John before the race was "Which way ya gonna go?" and heavies such as Tompkins and Chris Boome often took large sections of the fleet with them whichever way they went.

Over the years, the 'book' on the correct way to go began to develop. More often



It was nip and tuck at the start. Nip in the foreground, tuck further back.

than not, heading east to get through the bridges first was advisable. Those who went the wrong way weren't neglected; however, the first returnee from the bogus direction received a large trophy proclaiming them the 'Wrong Way' winner.

**D**on Trask says the race was always fun and gave rise to

## 1984 CHICHESTER MEMORIAL REGATTA

### LASER

1st Right Way  
2nd Right Way  
3rd Right Way

Bart Hackworth  
Brad Kling  
Chuck Haney

Belvedere  
Sunnyvale  
Bakersfield

1st Wrong Way  
2nd Wrong Way  
3rd Wrong Way

Mike Diaz  
Jon Perkins  
Roger Dietz

Oakland  
San Francisco  
Oakland

### LASER II

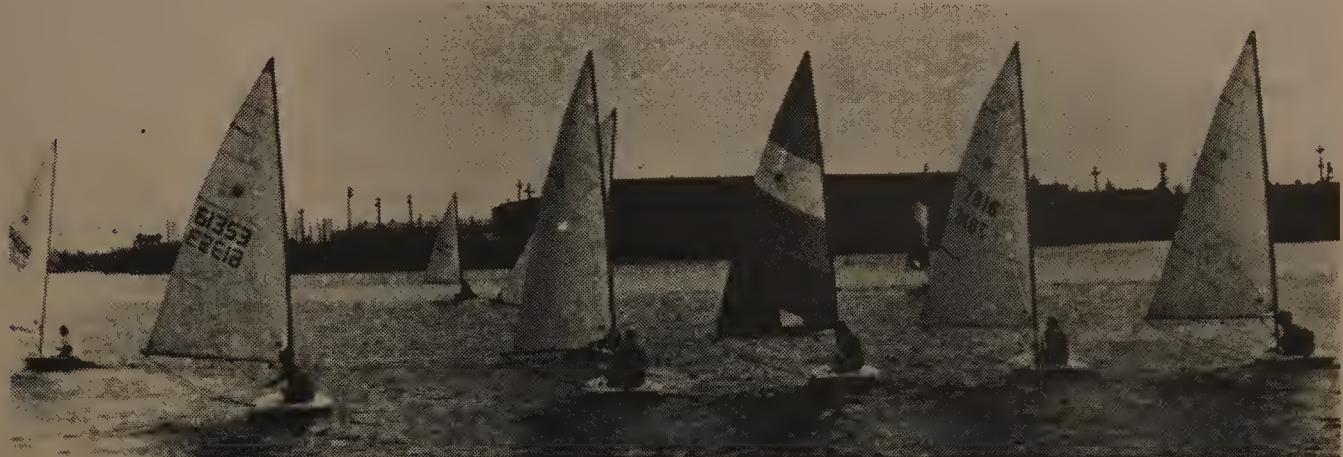
1st Right Way  
1st Wrong Way  
2nd Right Way  
2nd Wrong Way

Steve Hratko/Bart Harris  
Morgan Larson/Shelton  
Steve Harris/Peter Bellows  
Kenji Murokami/Hitomi Murokami

San Rafael  
Santa Cruz  
Berkeley  
Berkeley

# ALAMEDA CIRCUMNAVIGATION

some great stories. One of his favorites was about the time yacht designer Chuck Burns took a powerboat of the contestants' wives out to watch the race. They went out the Estuary and were having a fine time until they couldn't locate the channel between Alameda and Bay Farm



Five little Lasers all in a row.



Island. Soon they were stuck high on the mud, 500 yards from shore. Burns tried to kedge the boat free with no luck. Some of the women, desperate to take a pee, decided to brave the mud and walk ashore. As they started out, however, a seagull landed nearby and pulled a foot long worm out of the muck. The women jumped back aboard and found a bucket to use instead. At 7 p.m., the tide finally returned and

they were able to float free.

Trask eventually gave up running the Chichester a couple of years ago, complaining that the responsibility of keeping track of the racers, not to mention the spectators, was too great. The race was dormant for a year, but now it has returned under the sponsorship of Berkeley's Seabird Sailing Center. Attendance was down this year compared to the heydays of the

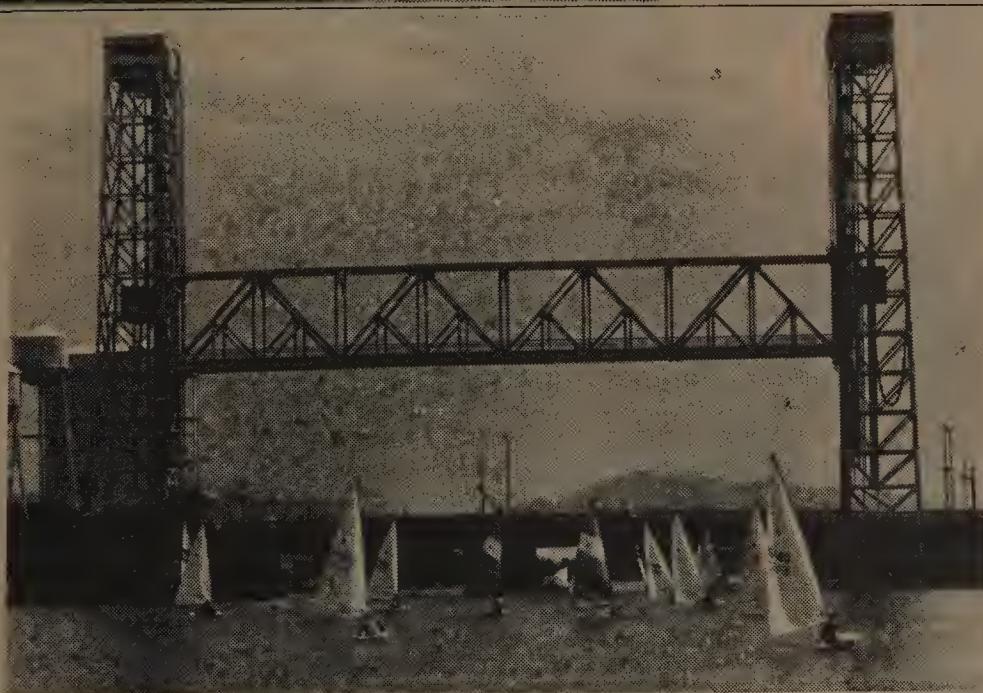
mid-1970's, but the organizer's feel that's mostly a problem of promotion. Besides Lasers, the two-person Laser II's were also allowed to race,



adding another dimension.

Topping the 26-boat Laser fleet this year was Bart Hackworth of Belvedere, who broke with tradition and went west after the start. Wrong way victor was Oakland's Mike Diaz.

Laser II champions were Steve Hratko and Bart Harris of San Rafael.



The Fruitvale Railroad Bridge is a gimme.

We've never sailed the Chichester, but it looked like fun this year and it's one of those regattas that sailing needs — a playful poke in the ribs where the important thing is taking part and having a good time.

— lat. 38 — suc

I bet you consider yourself an expert seabag packer when it comes to a race day (keep it light), a cruise to Mexico (never forget the snorkeling gear) or a two-year long round the world voyage (packing the smallest language dictionaries on the market). You are also well versed in safety precautions, making sure to bring along a sturdy harness and snug life jacket. But whether on the Bay or ocean, the average sailor gives only fleeting thoughts to protection of the skin, hair and eyes. And that's a mistake.

The trademarks of the San Francisco Bay sailor are sunburned face and back of the hands. "My tan or burn is protection enough," you say. "Wrong," say the doctors and the American Cancer Society. "I wear a hat," you say. "Not good enough," say the doctors and American Cancer Society. "I put on lotion, whatever happens to be onboard," you say. "Keep trying," say the doctors and American Cancer Society.

What is good enough is complete protection from the sun, knowledge of the ingredients in sunscreen and how to use them to your best advantage. As sailors, we spend a lot of time outdoors and most of us think our skin is used to the sun. Then come the warm Fall days when you start sailing in shirt sleeves and it is sunburn city. No skin except

You cannot tan without damaging your skin.

for the very darkest can take exposure to the sun without experiencing some damage. It might be immediate, like sunburn, or accumulative over a long period of time, like skin cancer.

**"T**oo much exposure to the sun gives you wrinkling, blotchiness often seen on the skin of elderly people, a tough leather look (that 'old salt' appearance) and can lead to



skin cancer," said Dr. Frank Jonelis, a dermatologist at Kaiser-Permanente Medical Center, San Francisco.

"It's additive. The more sun you have over your life, the more chance you will get skin cancer. However, a few bad burns are worse than the same amount of sun spread over a period of time," said Dr. Jonelis.

What's so harmful about the sun? That golden brown look is a symbol of outdoor health and beauty. It is sought after at a cost. Invisible components of sunlight, known as ultraviolet-A and ultraviolet-B, change the pigments of the skin. UV-A produces your tan and UV-B is the villain behind sunburn. Both are damaging. It takes longer for UV-A, but the sun is relentless and in the end,

Above and right, two favorite sun time activities.

you lose.

"If you are really trying to protect yourself," warns Dr. Jonelis, "forget about trying to tan. You cannot tan without doing damage to your skin. It is as simple as that. Your skin tans to protect itself. It forms a pigment to prevent further damage, not because some ancestor millions of years ago thought that people would like him better if he was tanned."

**A**ll it takes is one bad burn and most sailors begin to be aware of the power of the



LATITUDE 38/RICHARD

sun. Six years ago, I crewed on a boat to Hawaii with a roommate (now my husband) who has lace-curtain Irish skin, a prime candidate for painful sunburn. He spent most of the days in the cabin and would come out late in the afternoons or, like a bat, at night.

When we arrived on Oahu, a whole gaggle of his relatives whom he had never met before came down the Ala Wai Harbor to welcome us. Armed with leis and pupus, there was a communal intake of breath as Kevin emerged from the cabin, white as a new set of sails. Since both the skipper and I were nut-brown, they were sure he'd been sick.

Today if he made that trip, there are powerful sunscreens available that would

allow him to stay topside and not burn. Protection from ultraviolet-A and ultraviolet-B is as close as the nearest drug store. Rows of different brands line the shelves and selecting the right one can be confusing.

There is a difference between a sunblock and a sunscreen. A block, like zinc oxide, is a white paste often seen on the noses and lips of lifeguards. It blocks out everything by totally reflecting all ultraviolet rays. This may have to be the choice of a fair-skinned Scandinavian cruising near the Equator where the sun strikes the earth more directly and stronger than in the Bay area.

However for the rest of us a good sunscreen marked with a Sun Protection Factor (SPF) will be sufficient. The SPF is a number usually marked on the front label of a lotion. The higher the number, the longer the sunscreen will allow you to stay out in the sun.

It is based on a simple equation. If you are exposed to the sun for 15 minutes with no sunscreen and develop the same amount of sunburn after being in the sun for 60 minutes with sunscreen, that preparation has a SPF of 4.

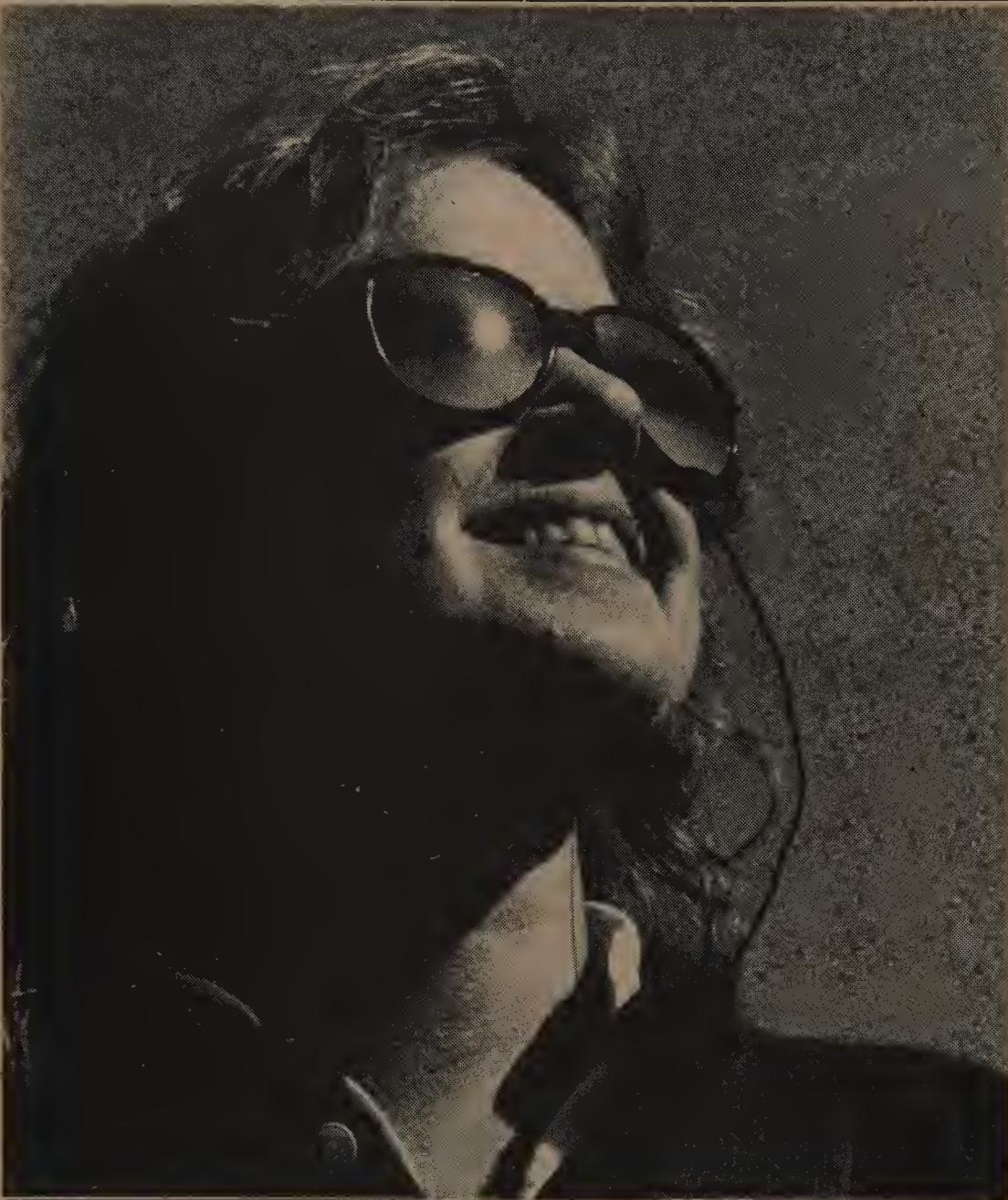
**D**r. Jonelis recommends that sailors use the most amount of protection from the sun available in a sunscreen — a SPF of 15. Since we not only spend a lot of time on the water, but occasionally in the water, he suggests using a product that is water-resistant or waterproof. There is a difference between the two. A waterproof sunscreen will maintain its original SPF strength after an 80 minute swim. A lotion that maintains its strength after a 40 minute swim is called water-resistant. Jonelis feels that Sundown, a sunscreen put out by Johnson & Johnson with waterproof SPF's on their #4, 6 and 8 lotions and a water-resistant 15 is a good choice for sailors.

If the lotion you use doesn't have an SPF number, check out the ingredients. Most sunscreens contain PABA, para amino benzoic acid, or a derivative of PABA, like Padimate A or Padimate O. PABA is effective against most light in the UV-B or sunburn range. The higher percentage of PABA — when combined with other ingredients like octyl salicylate and oxybenzone, which absorb a broad spectrum of UV-A and UV-B — the more protection you get.

If you are allergic to PABA, look for a pro-



LATITUDE 38/RICHARD



TIM STAPLETON

Protect your eyes; you only get two!

duct that is made only from oxybenzone. It offers protection from both UV-A and UV-B light.

There is no difference between the sexes in how they tan or burn. However, it is often the woman onboard who reaches for the sunscreen first. We tend to smear on something as the boat is leaving the harbor and then hand it up to the rest of the crew. As I said earlier, most sailors remember to cover their cheeks and nose with lotion, but certain areas are forgotten. Light reflects off the water and white deck, so dab on sunscreen underneath your nose. The best way to put on a preparation is as if you were washing your face. Start at the temples and end up at the back of the neck.

Although not much nude sailing is done on San Francisco Bay, when boats head for the tropics or those warm Mexican anchorages, off come the clothes. This is not the time to forget your sunscreen. Rub a #15 on the genitals and breasts for maximum protection. For snorkelers who forego the sunscreen in favor of a teeshirt, you should know that water droplets funnel at least half

the ultraviolet rays through the shirt to your skin. Those rays can reach you even if you are three feet below the water.

During a lifetime, skin may become more sensitive to the sun. "When I used to sail a few years ago, I would just wash my face in the morning and put on whatever suntan lotion I wanted," said Fran MacDonald, co-owner of the Ranger 37 *Esprit*. "But when chartering a boat in Belize, British Honduras, I had a propane stove blow up in my face. It burned off all my skin, my eyebrows, eyelashes and part of my hair. We went to the medicine cabinet and there was nothing for a burn. We were 36 hours out. When we got back, I went to a doctor who scrapped all my skin off with an antibiotic. He said the best advice I can give you is to stay out of the sun for three months." Now when Fran sails, she uses a lotion with an SPF of 10.

That brings up another problem. Sunburn can be almost as painful as Fran's burn. A minor burn can be treated very effectively

with Solarcaine, cool vinegar or cool water compresses. Aspirin will often stop the pain. In extreme cases, cortisone will cut down the swelling and fever of sun poisoning. Unfortunately, as Fran found out, you can't trust what is in the medicine cabinet when cruising or racing on an unfamiliar boat. If you can't check it out, bring your own remedies.

"I've been burned badly a couple of times on coastal races," said San Francisco sailor Laura Milward. "There is nothing worse on top of that than having to come up the coast again in your foul weather gear. It's like having radioactive skin."

Besides the sun, exposure to wind and salt water can dry out even the oiliest of skins. Moisturizers especially for hands becomes a necessity. On a recent Santa Monica to Puerto Vallarta race, Laura learned about Cornhuskers Lotion, an inexpensive clear jell that has been around since the turn of the century.

"We were wearing gloves, going downwind with the chute flying," she says. "We couldn't tie anything off because we were constantly playing the sheet and our hands were dead. One of the women, a plastic surgeon nurse, brought Cornhuskers onboard. Both the men and women used it. It ab-

## SOME

Finding a pair of sunglasses with an effective UV filter is a simple task. You can find Polaroids at Gemco starting at \$7 or gold-plated Vuarnets at specialty shops for more than \$100.

At Get Framed, a sunglass shop located in Pier 39, San Francisco, owners Paul Mekis and Mary Ann Neet stock over 53 brands of high quality sunglasses. There are four brands they recommend for sailors. Ray-Ban, Vuarnets, Bolle and Carrera.

Two of them, Ray-Ban and Vuarnets, use a safety glass lens. If it breaks, it breaks like a windshield, away from the eye. "Glass is harder to scratch than plastic and absorbs more ultraviolet light," said Paul. He thinks Ray-Ban from Bausch and Lomb with its G-15 lens is an excellent lens with an excellent price for a sailor, ranging from \$29 to \$56. They block out 98 percent UV and 80 percent infrared. An added feature on a Carrera lens is its flotation. Called the Surf Racer, the glasses float on top of the water and are easily retrievable.

For those of us who can't buy their glasses

sorbed right into your hands and provided just wonderful relief."

After a long cruise, especially in foul weather gear, most sailors end up with a beautiful case of boat butt, which looks like big red pimples. One over-the-counter remedy is a product called Poly-sporin. It is a moisturizing antibiotic. You can also keep the area from becoming infected by changing out of shorts or swim suits that have become hardened from salt, and spread a very light coat of vaseline over your cheeks ahead of time.

**A**s much as your skin needs protection from the elements, so does your hair. Preventative care is extremely simple. Wear a hat or scarf. The only remedy for sun and salt-damaged hair is to cut it off.

"You skin can repair itself, if it is burned. Your hair can't," said Dr. Jonelis. "The oils dry out and the ultraviolet light fragments the hair fibers. The ends are essentially dead. Contrary to what the hair product people tell you — oils, shampoos, protein — can't repair it totally."

The same ultraviolet light that damages your skin and hair will also damage your

eyes. Sunglasses are the solution, but not just any pair will do. The lens should be clearly marked as to whether or not it blocks ultraviolet and infrared light. In most cases, the type of glasses that darken with exposure to the sun don't block UV light. Wearing glasses like this can be worse than not wearing glasses at all.

"(Sunglasses without UV filters) will dampen a lot of the normal protective reflex mechanism of the eye," said Dr. George Hamilton, Assistant Chief of Ophthalmology at Kaiser-Permanente, San Francisco. "For example, if you are out in the bright sun, you will tend to squint and close your eyes. At the same time, the pupil will constrict sharply to decrease the amount of light coming into the eye. When you wear glasses that shield the eye from some of the visible light spectrum, those reflexes will be relaxed. That is you won't tend to furrow your brow. The pupil won't come down as sharply. At the same time, ultraviolet light will be coming in through those glasses."

**L**ike your skin, there are short and long term effects when the eye is exposed to the sun. The classic short term effect is snow

blindness. Fishermen suffer from this same problem when they stare into the glare of the water for hours.

"When the surface of the cornea is exposed to a lot of ultraviolet light, the mucus membranes respond in turn by thickening and developing callouses," said Dr. Hamilton. "There is a fair amount of speculation that a relationship exists between UV light and the diseases of the retina, including cataracts. Nobody has absolute proof of this, but there is speculation."

At the very least, exposure to the sun whether for one day or one month makes your eyes red, sore and irritable. Dr. Hamilton, a former Cal 20 racer suggests that the ultimate protection would be sunglasses with little side shields.

"The wind has a drying effect on the mucous membranes of the eye. The side shields form a little bit of moisture chamber. They don't let the wind whip through. Plus they block any ultraviolet rays being reflected and deflected off the boat and water and coming in from the side."

Dry eyes are a common problem and one that is easily preventable. "If someone who is taking medication to dry a runny nose wears contact lenses and then goes out on the Bay and gets exposed to wind and UV light, the combination puts a lot of stress, a lot of irritation on the eye," said Dr. Hamilton. This can be counteracted by putting in a few drops of artificial tears before leaving the marina. More than 15 ocular lubricants are sold over the counter. They will be especially helpful to sailors out on the water for more than one day.

## SUN

## FACTS

**SPF 8** — Maximal protection. For person who burns easily and never tans. Prevents sunburn and limits tanning. For those with very fair skin.

**SPF 6** — Extra protection. For person who burns easily and tans minimally. Produces a gradual tan for fair skin and reduces chance of sunburn.

**SPF 4** — Moderate protection. For the person who burns moderately and tans gradually. Excellent once a base tan is acquired. Permits tanning, reduces chance of sunburn. For normal to dark complexion.

**SPF 2** — Tanning oils, butters. For the skin that tans easily without burning. Gives only minimal protection.

**Zinc oxide** — A white opaque ointment that deflects ultraviolet light totally. Excellent for shielding lips, nose and other already burned areas.

\*Compiled from Fact Sheets of Plough, Inc., makers of Coppertone; Johnson & Johnson, makers of Sundown; and the American Cancer Society.

**N**o matter how much light your glasses block, they won't do much good at the bottom of the Bay or buried in a seabag. Being a racer, Dr. Hamilton knows that the biggest problem of sunglass wearers is keeping them on. "Anybody who has sailed out there knows that sunglasses get wet and they are forever being pulled off and thrown below at a frantic moment, like at the starting line." To keep your glasses at arm's length, spend a few dollars for a lightweight strap that fits on the temples and keeps them dangling around your neck.

Preventing your glasses from going overboard is as simple as applying a sunscreen before setting out or putting on a hat. But it is the simple things that sometimes are the hardest to do. In the case of the sun, an ounce of prevention is well worth a pound of cure.

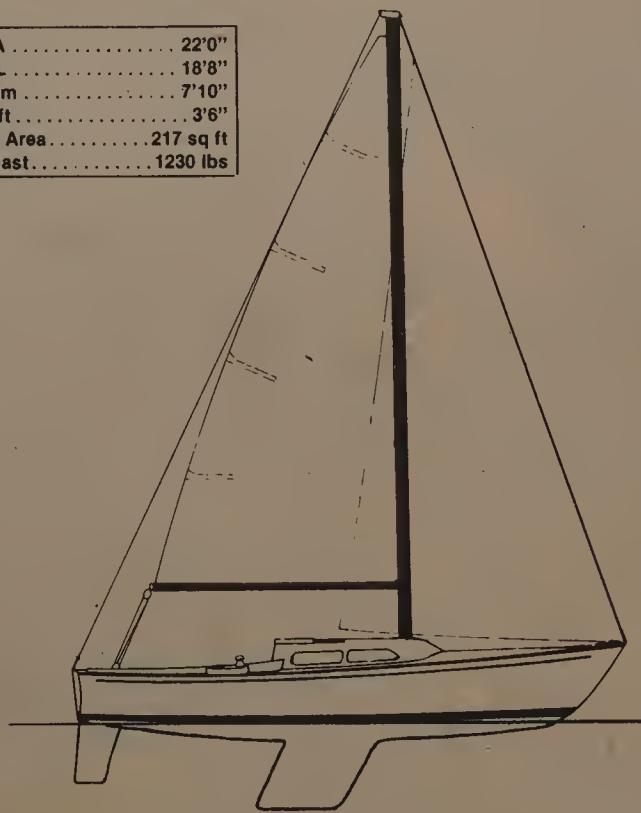
— glenda carroll

\*Adapted from "Sense in the Sun," American Cancer Society.

## Selection Guide to Sun Care Products\*

**SPF 15** — Ultra protection. For person who desires highest degree of protection. Prevents sunburn and permits no tanning. Excellent for sailors and those with sun-sensitive skin.

|           |           |
|-----------|-----------|
| LOA       | 22'0"     |
| LWL       | 18'8"     |
| Beam      | 7'10"     |
| Draft     | 3'6"      |
| Sail Area | 217 sq ft |
| Ballast   | 1230 lbs  |



## SANTANA 22

The Santana 22 is one of the most popular classes on the Bay. Considering it was designed in 1966 and sails as a one design fleet without spinnakers, that is saying something. It's a great first boat for a family; Dad and Mom and one or two little ones can daysail it with ease, cruise if desired and even race it if they want. Many couples compete in the 2700-pound sloop, including frequent fleet champion Jim Lindsey and his wife Sally. Women take the helm, too, as in the case of Shirley Bates and fleet communications officer Marge Watson. "It's a good starting out boat," says Marge. "And some people never want to go any further!"

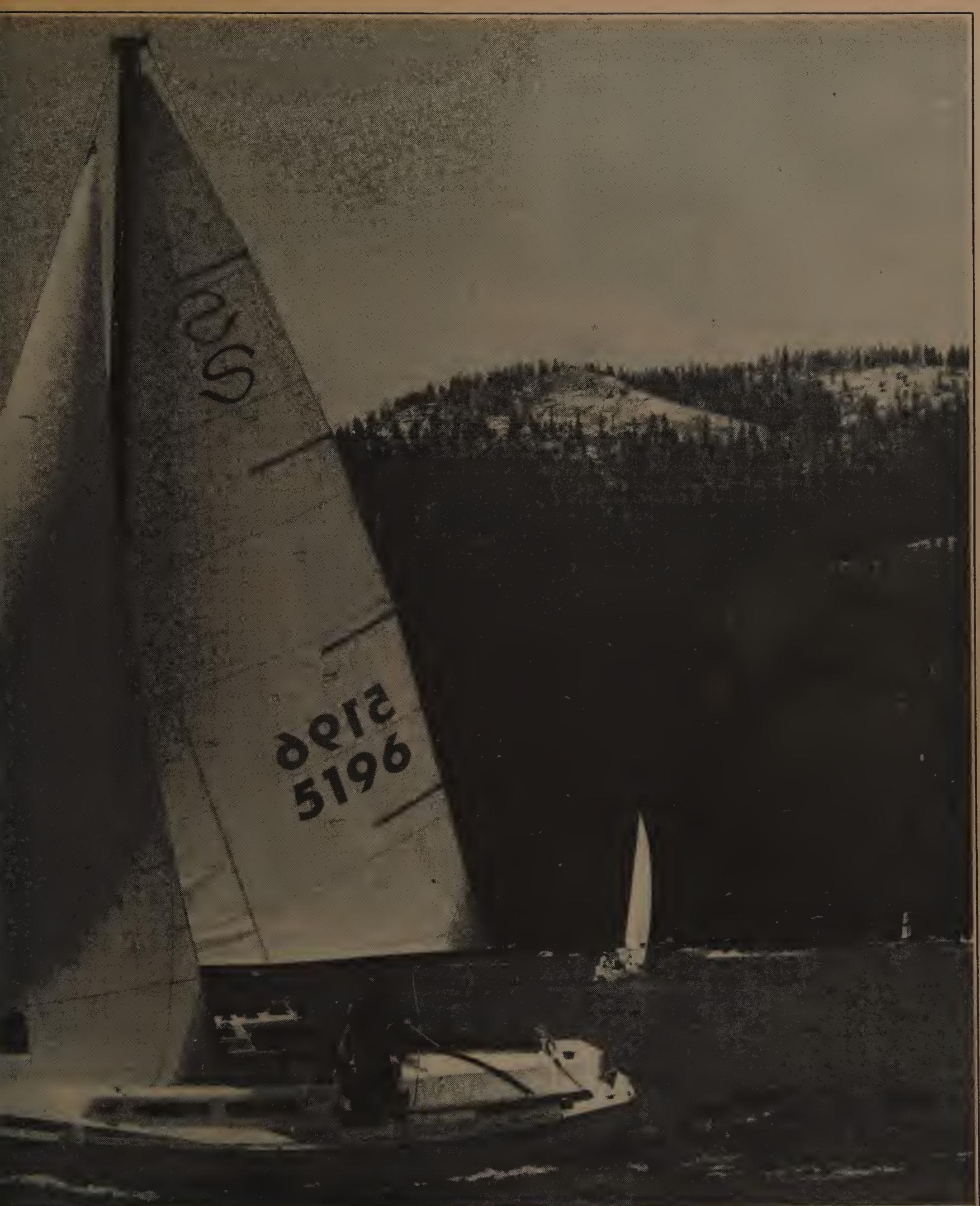
The Santana 22 was born in the mind of Oakland naval architect Gary Mull and Southern California boatbuilder Bill Schock. The story goes that they were sharing some spaghetti one day when Schock asked what could be done to improve on the popular Cal 20. Mull outlined some ideas and they went on to other topics. By the end of the meal, Gary thought the subject had been dropped. After returning from a business trip east, however, he found Schock extremely upset that no drawings had been sent yet. The UC Berkeley graduate got to work and the result was a boat well suited for the Bay, although it has enjoyed success in other areas, such as Santa Cruz, Huntington Lake, Southern California, and even Oklahoma. The National Championship currently rotates between the first three, with 1984's venue being at Huntington Lake.

For several years the Santana 22 had the distinction of racing as a one design class on the Bay in both the Yacht Racing Association (YRA) and the Small Yacht Racing Association (SYRA). In the first case, spinnakers were used, while the SYRA group sails with only



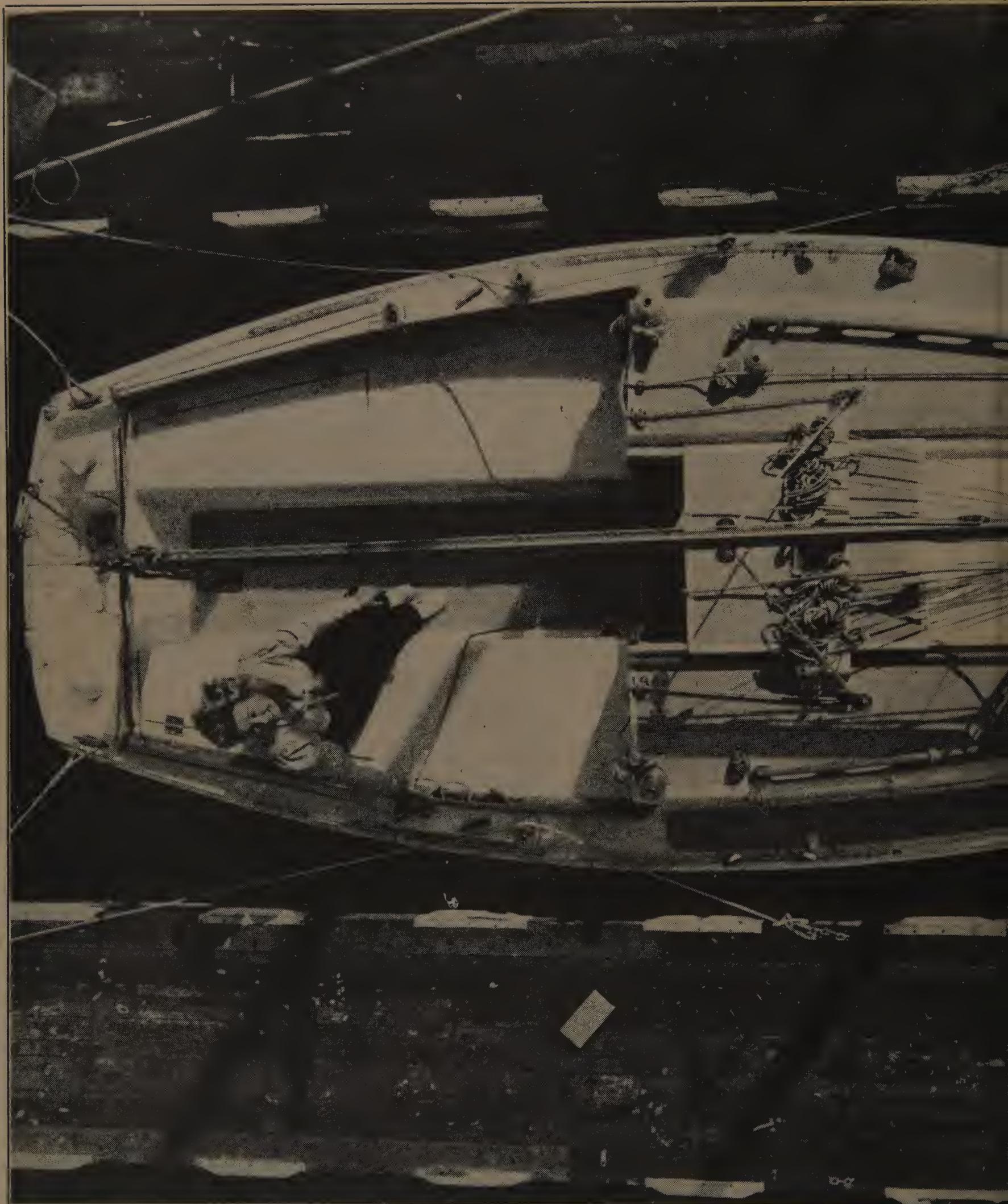
MIKE MONOHAN

main and overlapping jib. The latter has become so popular, that the class recently dropped out of YRA, although there is a movement to get reinstated according to fleet captain Charles Brochard.



Brochard bought his *Tacky Lady* five years ago. He had borrowed a boat to compete in the Little Lipton race, which at the time was held in Santana 22's. The high degree of competition in the class ap-

pealed to him. "The top ten boats are very tough," he says. The large turnouts — between 25 and 35 boats show up on the starting line regularly — makes it even more difficult to do well. Boat speed differ-



ences are relatively small, putting a premium on tactics. The top sailors such as Lindsey, Vern Neff, Dave Hankel and Scott Owens are sought after by skippers of many other types of racing boats for their expertise.

Dave Hankel used to crew on Santana 22's before he got his Espresso five years ago. He refers to the Santana as "a stout little boat", saying that years ago there used to be problems with the lower shrouds being too weak. That problem has been solved. General



LATITUDE 38/SHIMON

thinking is that it's also a good idea to have a support below the deck stepped mast to prevent pushing the cabin top down. Fore and aft mast bending for better sail shape has become popular in the fleet, although not everyone wants to get too high tech.

page 129



MIKE MONOHAN

The lessons learned in fleet racing are often put to good use when the Santana 22's take on other classes. They frequently compete and do well in Friday night Oakland Estuary races, Tuesday night races and midwinters. In the late 1960's, Larry Wright fared very well in the Midget Ocean Racing Association (MORA), placing first overall in 1968. Hankel, with crew Greg Paxton and Peter Truman, won the 1982 MORA Long Distance race to San Diego. He was pressed hard all the way by second place *Pagan Baby*, Scott Owens' boat. Blessed with a generous PHRF rating in the low 200's, a well sailed Santana 22 in any handicap fleet is a serious threat.

Accommodations are spartan, yet there are those who have cruised the boat successfully. Marge Watson kept her boat in the Delta this summer, enjoying weekend outings for fishing and cruising. She reports that more than two adults becomes a crowd, although a couple of toddlers can fit in as well. Ocean passages aren't recommended, but several have occurred. Jack Woida, who has had his *Mai Sai* since 1966, recalls a couple of boats being sailed on a delivery from the Schock factory in Southern California to Hawaii.

One of the biggest draws of the Santana is economy. The boats are no longer being produced, and used ones range from \$5,000 to \$7,000. Their popularity keeps up resale value. Maintenance and sail inventory are minimal; they can be wet or dry sailed. "They really can be sailed on a shoestring," says Luther Conover, owner of *Diamond Sky*.

The Santana 22 is very much a "people's boat" too. Shirley Bates has owned her *Inshallah* (her translation from Arabic meaning "Nothing but God can stop me") since 1974. She had sailed some before that and found the Santana combined the maneuverability of a dinghy with the power of a keelboat. "At first it was like a bucking bronco," says the sixth grade schoolteacher. "But now I have control over it." She's raced *Inshallah* actively, learning through the years and now places in the upper half regularly. In handicap racing she does even better. "I like the competition," she adds, "and that's what makes the boat so attractive. All of us who sail the boat are pretty excited about it."

For more information about the boat, call Charles Brochard at (415) 799-1889 or Marge Watson, (415) 881-0518.

- latitude 38 - suc

# BAY AREA

Now that we're heading into wetter weather and the sun is setting much earlier, many of us will be cutting our Bay sails short. What a better place to hide out for a while than the dockside restaurants around the Bay. George Stevens of Walnut Creek told us of his late afternoon sails to eating places on the Bay and suggested we compile a list of restaurants with guest dock privileges. Sounded like a good idea to us.

We found that there are many restaurants around the Bay that have docking nearby — at public docks and city marinas. Docking at a restaurant that doesn't own their own dock can be confusing, though. Some marinas have a fee, others have a time limit; some harbormasters even forbid guest docking for the restaurants nearby. The restaurants below are ones that own or have control of their own dock. We hope to feature public docks and marinas and the other restaurants around the Bay in a later issue.

We should also mention that Pier 39 in San Francisco, which has numerous restaurants, won't be open to visiting boats until next April. Harbormaster George Hagerman tells us they're rebuilding their docks and even their tenants will have to relocate during this period.

**QUINN'S LIGHTHOUSE**  
51 Embarcadero West  
Oakland  
Phone: 536-2050



Quinn's Lighthouse was originally just that — a lighthouse. Moved by a barge from the west end of the Oakland Estuary to its present location, the existing structure has remained untouched with the interior remodeled for dining. Sailboats are "very welcome" here and there's generally room in their four berths. Making reservations for meals is a good idea. Lunch at 11:30 weekdays ranges in price from \$3.75 to \$7.25 and dinner daily from 5 to 10 p.m. from \$7.95 to \$17.95. Happy Hour with hors d'oeuvres occurs from 4 to 7 p.m. Quinn's serves fresh seafood daily including crab, lobster tail, and steamed clams. Crab and shrimp salads as well as hamburgers are typical menu items.

**RUSTY SCUPPER**  
15 Embarcadero West  
Oakland  
Phone: 465-0105

The Rusty Scupper has dock space large enough to accommodate six average-sized boats. On weekdays their dock is very accessible; on weekends you might have to wait a bit for a space. Boats are allowed to spend the night every now and then, especially when you may have spent a lot of time in their bar. Lunch is served weekdays from 11:30 to 2:00 with typical items such as oysters on the half shell, clam chowder and

The Rusty Pelican in Alameda's Mariner Square.

quiches from \$3.95 to \$8.50. Dinners weekdays, from 5:30 p.m., Saturdays at 5 p.m., and Sundays at 4:30 p.m. range from \$6.95 to \$16.95 for steak and lobster. You'll find broiled seafood, shrimp tempura, prime rib and filet steak. The redecorated bar hosts a Happy Hour with hors d'oeuvres from 4 'til 7.

**PIER 29**  
300 - 29th Avenue  
Oakland  
Phone: 261-1621

With 92 feet of docking space available Pier 29 in Oakland generally has plenty of room for sailboats, but they say that calling ahead for both meal and dock reservations can't hurt. Open for lunch daily from 11:30 to 2:30 (Sunday 11 to 2) and dinner from 5 to 10 p.m. Lunch prices range from \$3.75 to \$7, dinner from \$7 to \$20. Crab and shrimp salads are popular lunch items, teriyaki steak one of their specialties, and scallops, prawns, and other seafood dishes served for dinner. Monday night is a Polynesian special. At Pier 29 you'll have a view of the Oakland Estuary and the Park Street Bridge.

**SAM'S ANCHOR CAFE**  
27 Main Street

# RESTAURANTS



a Sam's famous cheeseburger, Eggs Benedict, their fresh catch of the day, or Cioppino, ranging in price from \$3.25 to \$11.50.

**THE DOCK**  
**25 Main Street**  
**Tiburon**  
**Phone: 435-4559**

A portion of The Dock's dock has been removed as a result of damage caused by last winter's storm, but they still have 200 feet of space remaining for those who wish to tie up for brunch, lunch, or dinner. A space at the dock will be held for you if you call for a reservation and they will consider allowing overnight guests in special circumstances. Eggs Benedict and steak sandwiches are both popular items, Coquille St. Jacques can be found here, and seafood, lamb, veal, pork, and steak dinners from \$7.95 up. Lunches begin at \$4.50 and on Saturday a champagne brunch is offered. The Dock opens weekdays at 11:00 and weekends at 10:00 a.m.

**Tiburon**  
**Phone: 435-2636**

Sunday's are crowded at Sam's 210-foot dock, but if you arrive before noon you should be in luck. They can accommodate 16 or so boats and will allow you to stay the night on weekdays. Docking, as well as dining, is on a first-come, first-serve basis — don't call for reservations. Monday through Friday Sam's opens at 11 for lunch and serves dinner 'til 10:30. Brunch on Saturday and Sunday begins at 10 a.m. There is a large upper deck outside where you can eat

**MARIOTT INN—BERKELEY MARINA**  
**200 Marina Blvd.**  
**Berkeley**  
**Phone: 548-7920**

Since this is a popular place for fleets and clubs, calling for reservations for berths and meals at least a week in advance is smart. With 400 feet of dock, they have had up to 30 boats at one time. You can stay overnight at no charge if you have reservations for a meal. Open as early as 6:30 a.m., the Marriott Inn features complete breakfasts such as



ham and cheese omelettes and fresh fruit from \$5.95, lunches including London Broil, Filet Mignon, avocado and shrimp salad, and crab melts, and dinners from \$9 to \$20 served until 10 p.m. Early Bird specials of prime rib, teriyaki beef and chicken, and grilled filet of sole are served from 5 to 7 p.m. for \$7.95. Friday evenings is a seafood buffet for \$19.50 and on Sunday a champagne brunch for \$13 from 10 a.m. to 2



Quinn's Lighthouse, above, and the Rusty Scupper, in Alameda.

p.m. Happy Hour with an oyster bar happens weekdays from 4 to 6 p.m.

**RUSTY PELICAN**  
**2455 Mariner Square**  
**Alameda**  
**Phone: 865-2166**

The Rusty Pelican does "quite a bit of boating business" and there's generally room at the pier, even on weekends. Docking is on a first-come, first-serve basis, but reservations are taken for dining and are strongly suggested. Hours for lunch are 11:30 to 2:30 with a varied seafood bar upstairs featuring croissant sandwiches, oysters on the half shell and Mexican food. Prices range from \$1.50 for a cup of their homemade chowder to \$8.50 for some of their fresh seafood. Dinner begins at 5:30 p.m. Monday through Thursday, 5 p.m. on Friday and Saturday and Sunday at 4:30. They have over 15 different types of fresh seafood daily and also serve prime rib, steak and chicken. Desserts such as cheesecake and mud pie are made on the premises. Lunches from \$4.95 to \$8.95, dinner from \$8.95 to \$15.95. There's a champagne brunch on Sunday from 10 a.m. to 3 p.m. and Monday night football on their big screen.

# RESTAURANTS



Dominic's in San Rafael.

**NEPTUNE'S GALLEON**  
Pacific Marina  
Alameda  
Phone: 522-4653

Neptune's Galleon at the Pacific Marina has 110 feet of space at their guest dock, enough for at least six boats. Opening at 5 p.m. nightly (closed Mondays) this dinner restaurant features steak and fresh seafood including many sautéed items, stuffed crab, and salmon. A new menu now offers more variety and prices range from \$8.95 to \$30.95 for rack of lamb for two. A view of the Estuary and the Oakland skyline can be seen from the dining room. They've just started a happy hour with such snacks as chicken wings, fried zucchini and chips and

dip. Guests wishing to stay overnight are asked to call well in advance.

**PIER 15**  
15 Harbor Street  
San Rafael  
Phone: 459-9978

With four berths available, Pier 15 is somewhat limited in their space, although boats can tie up along side one another to make room for everyone. A space will be held if you call them in advance. Calling for meals is a good idea here too. Open from 8 a.m. to 2 a.m. — almost around the clock — you can come for breakfast, lunch, or dinner, eat out on the deck and watch the water or admire your boat. Fresh fish, charcoal broiled steaks, veal, seafood, and spaghetti are menu items you'll find at Pier 15 at \$3 for a hamburger to \$10 for steaks. Staying overnight can be arranged; they'd much prefer

customers who've had a few too many to stay the night there on their boats.

**DOMINIC'S**  
587 Francisco Blvd.  
San Rafael  
Phone: 456-1383

If Italian food and a view of the San Rafael Harbor is what you want, Dominic's in San Rafael is the place to dock your boat. With room for six boats, docking is on a first-come, first-serve basis and guests are allowed to stay the night. Reservations should be made for meals and hours are 11:30 a.m. to 10 p.m. Monday through Friday and 10 a.m. to 10 p.m. Saturday and Sunday. They serve fresh fish, Italian specialties such as ravioli and cannaloni, crab louie, shrimp louie, fresh clams, oysters, prawns, and steaks. Lunch prices are from \$5 to \$10, dinner \$9.95 to \$15.95. They say there's "lots of food" at their Happy Hour from 4:30 to 7:30 p.m.

**THE WHARF**  
295 Mare Island Way  
Vallejo  
Phone: 648-1966

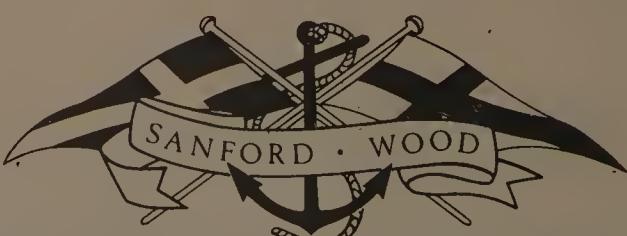
The owners of The Wharf in Vallejo also own the ferry and a tour boat service, so there's plenty of room along their docks. It might be a good idea to call though for a space reservation. Open daily for lunch at 11:30 'til 4 p.m., and dinners from 4 to 10 p.m. (Sunday's dinner only), you'll find fresh fish daily such as salmon and snapper. Lunches are from \$3.95 for hamburgers and sandwiches to \$5.95 for sautéed prawns and scallops. Dinner pasta dishes start at \$5.95 and go up to \$23 for steak and lobster.

— latitude 38 — joanne

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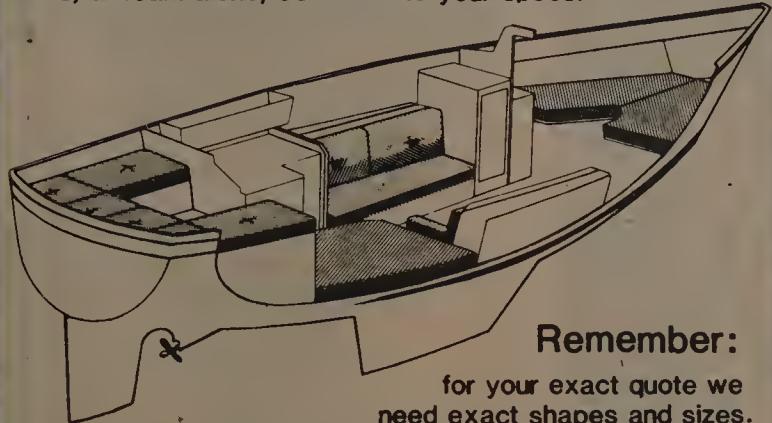
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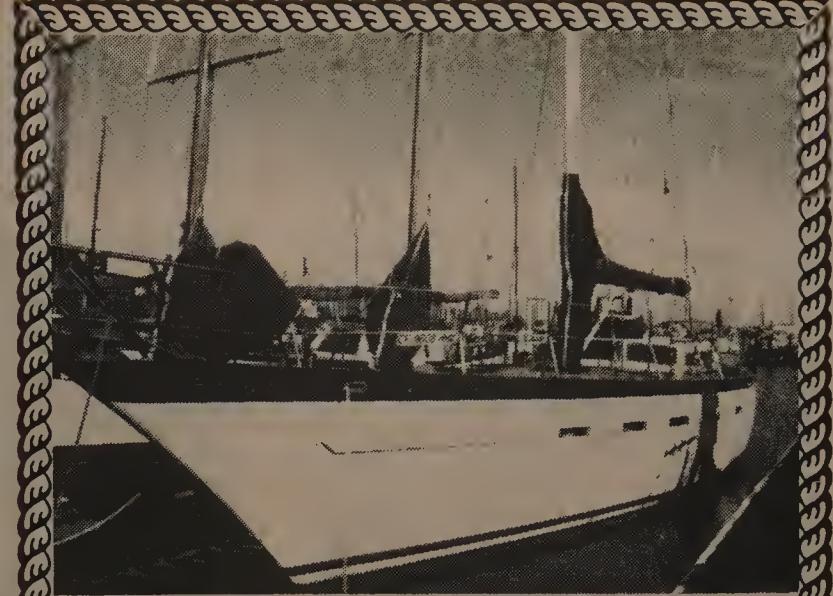
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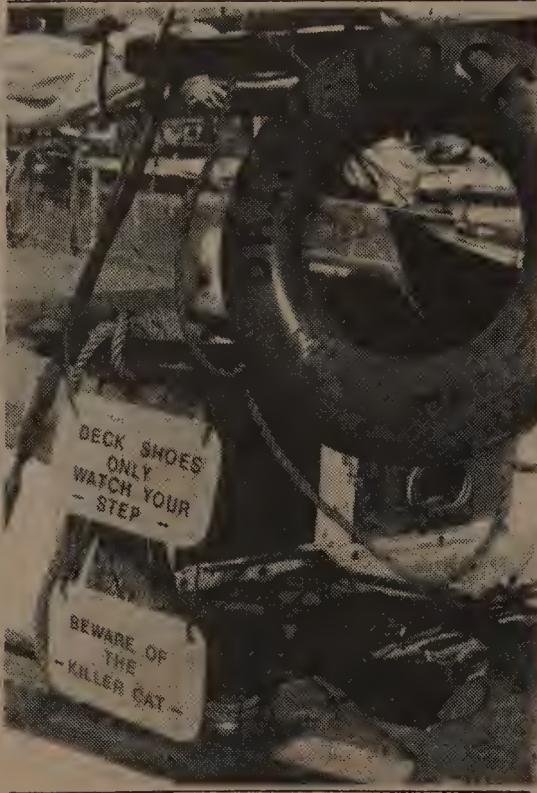
# MASTER MARINER'S

**I**t was a step back in time, a tour through nautical history at the Master Mariners Antique Boat Show and Concourse on October 8 and 9. The 38 traditional and classic rigged boats, either designed or built before 1941, were the first to spend the night in the new Emery Cove Marina in Emeryville.

Hanging from the backstay of *Tar Baby* was a red and pink stuffed lion surveying the crowd. The toy belongs to former Hell's Angel Mike McQueen's son Matt, and it's been used as the red shape in the starting sequence of some Master Mariners races. Legend has it that the 30-ft marconi sloop was originally owned by a Santa Cruz gentleman who offered to throw anyone off the dock who did not stop and admire the boat. Young Matt played host, but didn't carry on the tradition. He was quite content playing with his Hotwheels on the transom, and just made sure visitors took their shoes off before they came aboard.

**P**ajara, sparkling after five years of restoration, has a history as long as her hull. Built at Stephens Marine in Stockton in 1938, before the time of the Farallones schooners, the 45-foot marconi sloop took a sixth in the 1939 TransPac and a second in 1941. Owner Neil Moore can find no drawing available of its original lines and has begun writing the history in order to have some record of Pajara's past. He understands the boat has "a roomful of tro-

Yankee is 77 years old. Captain in the cockpit is pushing one.



On the 31-ft gaff rigged ketch, built in 1944.

phies somewhere" and loves it when he's approached with stories about the boat.

A construction engineer, Neil, who learned to sail in South America, has Pajara set up pretty much for singlehanded sailing. "She sails like a dinghy," he says.

The boat was being repossessed when Neil bought it and there were disasters from the start. The first day he had it a fire started from a short in the electrical wiring, and he's been rebuilding and renovating con-



tinually — replacing the floor, all wiring and plumbing. He discovered that putting cotton in between the caulking, an idea he came across in reading the book *Princess*, stopped Pajara's leaking as well as anything. When the boat raced, Neil found an extra crew position was necessary — someone to constantly pump the bilges.

It was the first time Neil was showing the boat and he mentioned many times over that



# ANTIQUE BOAT SHOW

ALL PHOTOS BY LATITUDE 38/JOANNE

before becoming a family yacht. The only modification made, since coming to the Bay 20 years ago, has been to make the cockpit self-bailing. Lance's dog, Whiskey, is a vital crewmember who loves the cockpit, "although we have to give her a doggie downer sometimes," explains Lance, "because the racing gun scares her."

The oldest Master Mariner yacht, and probably the oldest on the west coast, *Freda* will have her 100th birthday in 1985. Owners Jerry and Diane Brenden plan a birthday party and will invite our next president.

The Brendens bought *Freda* from Harold Sommers, who has done the fabulous restoration on the 85-ft pilot schooner, *Wanderbird*. Diane tells the story this way: "When I walked down to *Freda*'s cabin for the first time my fingers started tingling and I couldn't talk. 'We're going to own it someday,' I whispered to Jerry." Apparently, Sommers had been impressed by the Brenden's care of *Flirt*, another Master Mariner boat, which they owned for five years. He eventually sold them *Freda*. "You don't sell old boats," Diane says. "You pass them down."

Named after the builder's daughter, who was a nurse in San Francisco, *Freda* is a little beamier than most and looks very similar to *Flirt* with her broad beam and low freeboard. Inside, *Freda* resembles a small Victorian parlor, with a wood burning stove,

Matt and friend.

hand waterpump, and red velvet curtains on its portholes, combining tradition and charm.

*Flirt* was also at the show, now owned by Peter Deragon. The 69 year old boat was



Taking a look at *Flirt*.

originally gaff-rigged with a centerboard, but changed in the 20's to a sloop. *Flirt* is made of cedar and oak. Ralph Flowers, Sausalito's shining light of humanity and clean living, was only 14 when he built it in his backyard in Vallejo in 1914.



"it's still not ready". From the looks of it though, and judging from the enthusiasm of the crowd, *Pajara* seemed nearly perfect.

There was *Orn* on the second pier, a 32-foot gaff rigged sloop. "She sails like a dream," says owner Lance Schoenberger. Built in 1924, *Orn* was a Danish pilot boat

# MASTER MARINERS SHOW



Cockpit rug? No, just Whiskey of Orn in his favorite place.

Inside the boats, books graced cabin shelves, many as old as the boats that housed them — a turn of the century copy of *Knots*, *Moby Dick*, *The Marlinspike Sailor*. Brass was polished, and decks were clean. The golden eagle on *Brigadoon* glistened in the bright sun. A 50-foot 1959 TransPac entry, she was built in Maine in 1928 for a shipping magnate.

How often do you find an organ on a boat? There was only one on the Master Mariner boats, and it had been onboard *Yankee* since 1906 when banker Lester Stowe had it put on before the new boat was delivered. It still works. The Robert Ford family has owned the boat since 1925. "It was built in the old tradition of gentlemen's yachts," he said, sitting in the spacious cabin that seats 14 for dinner. The 52-foot yacht was designed with comfort more in mind than racing. But *Yankee*'s done well as a racing machine evident from the multitude of first place plaques inside, among them those

Neil Moore of Pajara and *Yankee*'s Robert Ford below decks on *Yankee*.

from the San Francisco Examiner Regattas of 1938, 1939 and 1940.

The boat show was also a concourse with awards given, based on general appearance, authentic modifications, and proper rigging. For those boats over 89 feet and 50 years of age, the schooners *Yankee* and *Brigadoon* tied for first. Among those under 38 feet, but 50 years and older, the 98-year

Special recognition awards were given to *Tar Baby* for Best Appearance and *Emily* for Best Overall Show.

Though the Master Mariner's intent is not to sponsor Marina openings, they were pleased to be among the first boats in the Emery Cove Marina. The group is in a state of transition now, leaning more towards a membership organization with over 100 active members. They've introduced a new category for those who don't own a Master Mariner boat, but would like to come to all



old *Freda* received top honors. *Jinker*, a 40-foot marconi cutter, won in the class of those under 50 years and over 38 feet. *Emily*, the 27-foot marconi sloop, was awarded a first place in the under 38 feet and less than 50 years division.

The restored *Pajara*.

their events and receive their quarterly newsletter. If you're interested, contact John Walters at (707) 745-3388.

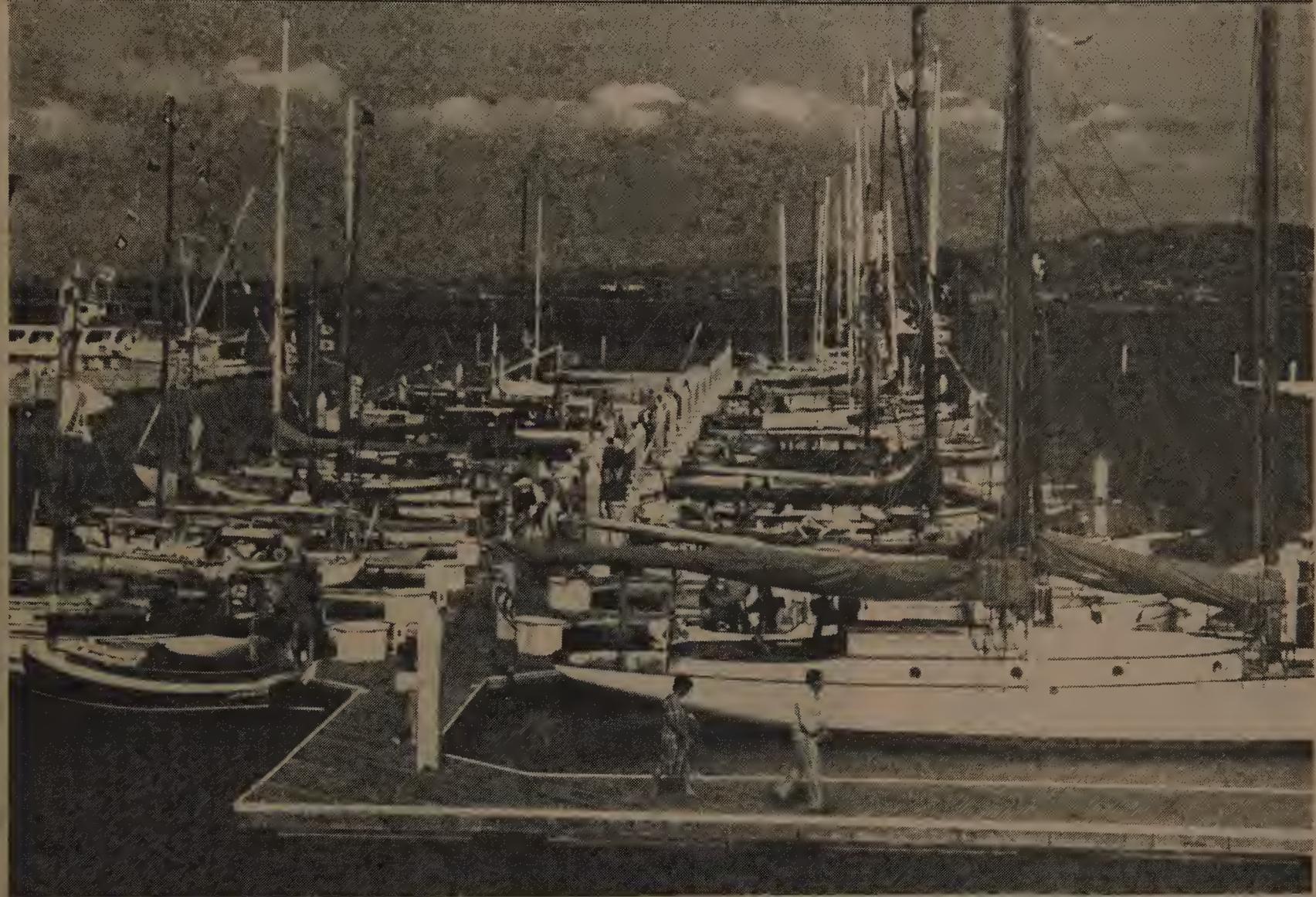


Of course, the major event for the Master Mariners is still their annual regatta held on Memorial Day. Hundreds of historical, wooden boats flood the Bay for this great spectator event. The race has its roots in the Bay's past. In 1867, at the height of maritime prosperity the Master Mariner's Regatta was established between the large working vessels on the Bay. Thousands crowded Telegraph Hill to watch the ships compete for prizes and prestige..

The Regatta was abandoned near the turn of the century but the Master Mariners Benevolent Association resurrected the custom in the 1960's, and it has grown into a major Bay event. Other events such as the concourse also take place throughout the year.

— latitude 38 — joanne

# EMERY COVE MARINA



LATITUDE 38/JOANNE

After finally receiving permission from BCDC, the Emery Cove Marina at long last opened its berths to boat owners on September 30. Emery Cove is the second marina in Emeryville; the 400-berth Emeryville Marina has been open for ten years.

Jim Lindsay and Tom Buchan, in charge of sales, will begin selling the 430 berths in the marina toward the end of this year. They're presently leasing them on a month to month basis. Twenty-six slips have been filled so far, with occupants from around the Bay, including Santa Clara and Walnut Creek. The slips are going at \$5 per linear foot for the first 50 feet, with water, power, and telephone hook-up available.

"We also have ego berthing available," Jim joked, pointing to six guest berths directly in line with the windows of Trader Vic's Restaurant next door. These are the first guest berths ever in Emeryville, opening up a new cruising destination for all Bay sailors.

The harbor was designed specifically with sailboats in mind. All but six slips are either upwind or downwind berths. The harbor was dredged to nine and a half feet. At mean lower low water the channel and slips are eight and a half feet deep. The channel leading to the Bay was widened to 100 feet

and the entrance straightened out for easier access, which should eliminate the running aground that had been a problem over the years. A buoy has been set to mark the straighter entrance and new charts should show the change.



Emery Cove Marina today, and as it looked six months ago.

The marina's office complex already has its occupants. It will house brokers, an advertising agency, an author, deli, and the harbormaster, a position for which interviews are still being conducted. There's a possibility of the formation of a new yacht club too, but no plans have been made as yet.

A clubhouse and restaurant, both to be

open to the public, are in the building process. Emery Cove's goal is to generate \$200,000 a year in income from the restaurant and office rent to offset maintenance costs, repairs and harbormaster fees.

There are 12 shower facilities in the marina, eight more will be installed in the clubhouse. There is one parking space for every two berths. Jim Lindsay doesn't foresee a parking problem, but on July 4th and Opening Day he says, "We may hyper-ventilate."

Emery Bay Cove Limited, the syndicate that owns the marina, was not involved in the initial stages of the project. George Carder, Jr., the electrical inspector for the city of Emeryville, began the project four years ago. It was sold last year when interest rates were at their prime, conveniently after the permits stage when approval had been received through at least 17 different agencies.

The new marina was the site of the Master Mariners Antique Boat Show and Concours the weekend of October 8 and 9 which brought hundreds of visitors to Emeryville for the first time.

- latitude 38 - joanne

# STU

If Stu Williamson were 40 years younger, he would probably be diagnosed as a hyperkinetic eight year old. Tall and lanky, with a full head of brown hair and friendly brown eyes, he is a bundle of restless energy. He talks incessantly, giggling and snorting for punctuation. He squirms while sitting on the couch in the airy living room of his Belmont home overlooking Coyote Point and the South Bay. He twists one way with his hands tucked between his legs, then the other, slouching down like a kid at a grown-ups' cocktail party. In a flash he jumps up and walks into another room, talking as he goes and picking up the conversation where he left off when he returns.

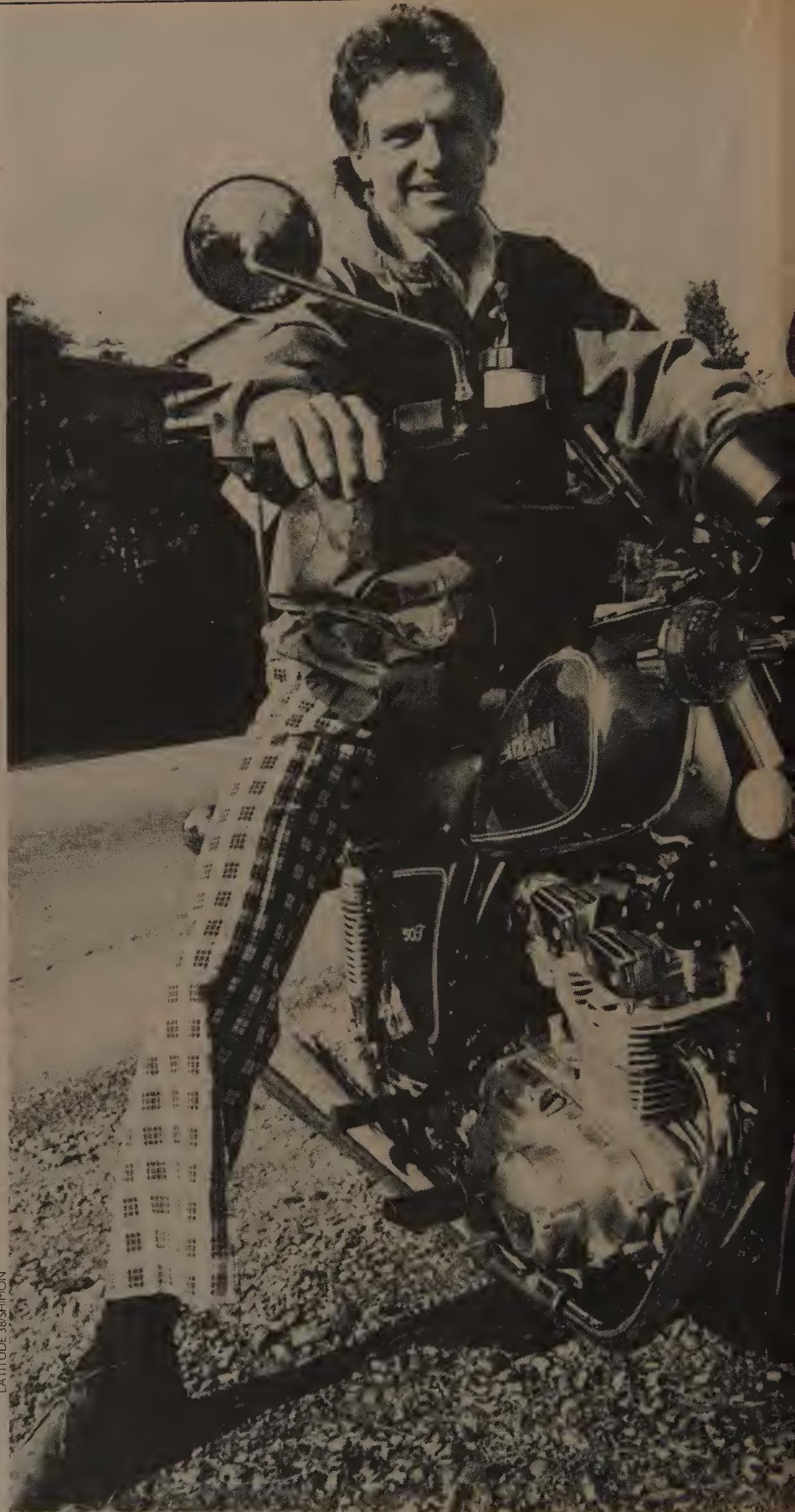
Fortunately when Stu was a youngster four decades ago, hitching rides behind New York City buses on his bicycle, no family psychiatrists were allowed to administer sedative drugs to calm him down and alter his behavior. If that had been done, the sailing world would have lost one of its truest devotees, not to mention a first-class comic capable of adding a light touch to any situation. As a crewmember sailing for Bay Area sailors such as Bob Klein and Irv Loube, and for the last 12 years onboard Jim Kilroy's Kialoa maxi boats, Stu Williamson carved out a niche among the minor sailing legends of our time.

"He's not into the megabucks," says Klein, who was Stu's skipper on the Kettenburg 40 *Simba* in the early 60's, "but he always has something going. He's organized many trips, both sailing and flying, and it usually ends up with him going for free. You don't mind though, because he's worth the trip himself!" Lou Kruk, a Kialoa buddy who lives across the Bay in San Leandro, echoes Klein. "You get so jacked up around the guy," he says, "that it takes three or four days afterwards to come back down to normal. He's a wild man."

Stu arrived in the Bay Area in 1961 after graduating from Harvard and a short stint as a teacher in Connecticut. He came west in the Navy to teach atomic, biologic and chemical warfare at Treasure Island. He also served as the qualifying officer for the admiral's sailboat, which meant he had access to the Bay just about whenever he wanted. "We used to take the ladies over to Sam's in Tiburon, but they rarely came back for a second time because the boat was so wet," he says.

After serving his hitch, Stu completed his graduate studies at San Francisco State and landed into a position teaching biology at the College of San Mateo, a two-year institution.

LATITUDE 38/SHIMON



"It's great," he says. "There's none of the 'publish or perish' pressure that you get in four year schools. All they want you to do is teach." The nine month schedule, with summers and holiday periods free lent itself perfectly to sailing, which he pursued actively.

Stu has always seemed to gravitate towards the biggest and/or fastest boats around. First there was the *Bounty II Mutineer*, owned by Oakland industrialist Jim Castle. The 40-footer was one of the first fiberglass boats on the Bay and raced against the hot boats of the early 1960's. Then there was *Simba*, a Kettenburg 40 which inherited the crew of *Mutineer* after Castle died in a glider plane accident. Owner Glenn O. Cross let Bob Klein skipper the boat. When Klein bought his own boat, the Vanguard *Wild Flag*, Stu went with him as he did when Klein graduated to his Santana 37 *Amateur Hour*. Stu was part of a group that not only sailed together, but shared many experiences and resembled a large family.

"For ten years we were always on the go," he says. "I think part of the reason I never

Bay, Stu also helped Irv Loube campaign his Columbia 57 *Concerto* out on the ocean. That's where Stu got a taste for sailing a really big boat. It's also when he met Lou Kruk, who would later become his pal on *Kialoa*.

**T**he globe trotting started in the late 1960's, when Stu signed on Clay Calaway's Columbia 50 *Rapture*. Calaway, says Stu, wasn't the hardest racer he'd ever met, "but he had a world vision which I kind of liked." They competed in the race to Tahiti and then went on to Australia for the Sydney-Hobart Race. Accustomed to the relative obscurity sailors occupy in America, Stu was amazed at what he found Down Under. "It's God's country down there for sailors," he says. "The guys are superb drinking buddies and the women are enchanting and willing to support this kind of insanity."

The BMW (they were then unabashedly referred to as 'boat niggers') on *Rapture* was a young Kiwi by the name of Bruce Kendall.

Left, Stu Williamson. Below, K2, right, steams out of Sydney Harbor next to Ted Turner's *American Eagle*.

COURTESY STU WILLIAMSON

got married or settled down was because there was always a race or some trip we were going on. God, the things we did! Sleeping in the back of cars; spending the night bouncing around at anchor on Drake's Bay. It's only fun when you're drunk and young!"

In addition to sailing *Amateur Hour* on the

Besides being an excellent sailor, he was an experienced marine engineer. Stu and Bruce became friends, cruising to Norway before going to England's Cowes Week in 1969. It was there that Kendall met Jim Kilroy and became enchanted with the idea of sailing on his maxi boat *Kialoa II*, a 73-ft

# STU

yawl. When Stu ran into Bruce again in 1971 at the Whitney Series down in Southern California, the Kiwi was skipper of *Kialoa II*. Bruce said they needed crew and asked him if he'd like to join them. It was a tough decision to make — Stu was crewing for Loube on *Concerto* at the time. "Irv wasn't too happy about it," he recalls, "but I jumped ship."

Stu became one of the regulars in the so-called Kilroy Industrial Complex, a phrase which has references to both Jim Kilroy's real estate empire and the way he runs his racing yachts. The trim yet white-haired 61-year old Kilroy is one of the financial giants of our time, locating his headquarters in twin towers adjacent to the Los Angeles International Airport. He started ocean racing in 1961 with a 50-ft yawl *Kialoa* (which means "long white canoe" in Hawaiian). He moved on to *Kialoa II* in 1964 and the 79-ft ketch *Kialoa III* in 1974. He is now campaigning the fourth *Kialoa*, a Ron Holland designed 80-footer that is always at or near the top of the world Maxi-boat fleet.

Outsiders often view Kilroy and his efficient crew as sailing equivalents of corporate yes-men. Those who sail with them, however, come away with a different view. The *Kialoa* sailors are part of what writer Roger Vaughan refers to as The Collective. Discussing *Kialoa* and her crew in his book *Fastnet: One Man's Voyage*, Vaughan says that they are fueled by their vision of The Dream: plying "the oceans of the world, making a hundred mysterious landfalls . . . sampling the world's people, cultures, foods, wines and women. Fraternizing, perhaps, with the rich and powerful, and in the best possible way."

Stu Williamson found this environment to his liking, and vice versa. After coming onboard in Los Angeles he spent seven months sailing the South Pacific. His official title during that period was "research assistant" as he aided a group of University of Southern California students conducting a school project. Later there was another trip to New Zealand and Australia. In 1975, Stu boarded the new *Kialoa III* in Newport, Rhode Island, for the TransAtlantic race, followed by Cowes Week, a cruise to the Mediterranean, and a passage through the Suez Canal to the Seychelles.

The purpose of much of this travel was to transport *Kialoa* from race to race. *Kialoa III* eventually ended up in Sydney that year and went on to win the Sydney-Hobart Race in a clean sweep: first to finish in a new elapsed time record and first on corrected time. The



LATITUDE 38/RICHARD

deliveries are less action packed and Stu says they become somewhat boring after ten days or so. "It's like being locked in a prison," he says, "but the saving grace is that you're with your best friends, great food and good booze."

The third *Kialoa* was Stu's favorite, with its ketch rig and "billions of square feet of sail off the wind". His job was taking care of the mizzen mast, a spot of particular importance because the boom was right over Kilroy's head. "Whenever we had a guest onboard," Stu says, "Jim would turn him over to me to help on the mizzen. But he would add parenthetically that I shouldn't let them have the topping lift for fear they would bean him!"

As a ketch, *Kialoa III* compiled an enviable record. For the period of 1975-1977, she won the World Ocean Racing Championship. After that, though, Kilroy began to compete in more around-the-buoys contests. The ketch rigged proved a liability against sloop rigs. At the 1978 Big Boat Series here on the Bay, *Kialoa III* was thrashed by the sloop *Windward Passage*.

Maxi action on *Kialoa 4*.

Kilroy can't stand to lose, so his boat was redone, taking out the aft mast.

Stu saw the move coming and was worried about losing his position. He had done some thinking about it beforehand, specifically on deck during a wet and cold TransAtlantic race. "I was thinking to myself 'This is crazy!' I began to wonder who onboard was having a better time. It dawned on me it was the cook. He's down below, he's warm and he's near the food all the time." When the regular cook had to take a leave of absence, Stu volunteered and earned himself a new spot.

On this subject, Vaughan wrote an accolade of sorts to Stu's position on *Kialoa*: "There is still plenty for Williamson to do, mast or no mast. He's good. But when in doubt, he slides below and does the dishes. (He's that good.)"

Stu says it slightly differently, bouncing up and down, his arms flailing as he describes how Kruk is always trying to get him on the coffee grinders that trim the huge headsails.



"Kruk and I are always talking back and forth," he says. "Some of the young guys are so serious and they think it's sacrilege when we make a comment like, 'Uh, oh, Jim's driving again'. When things get slow, I bring up candy bars or snacks. I'm just a roustabout and a troublemaker, and a good place to be that way is offshore."

**G**iven carte blanche in his job as cook, Stu treats the crew very well. For one thing, he knows what it's like on the other end. The first night out on an ocean race features a sumptuous meal: filet mignon, fresh vegetables, ice cream. It's a no holds barred situation, an ambience Kilroy has fostered for years and which has paid off with a dedicated group of sailors. Onshore, Kilroy's wife Kathy takes care of them. (*Kialoa III* has become her boat, making them one of the few couples in the world with 'his and hers' maxi yachts!).

In between trips with the *Kialoa's*, Stu has done some other adventuring. A licensed pilot — he's owned five small planes in the past — he used to organize trips with his stu-

dents. They've gone to Honduras, the Mayan Peninsula, Alaska and even across the country to the Caribbean. He's been a driving force in the annual Windsurfing pilgrimage every Easter to the Baja peninsula in Mexico, which at one point they traveled to and fro by air.

After a decade of such flying, Stu burned himself out. As pilot, he carried the major responsibility; flying into a storm in a small plane could be hazardous to one's health. In contrast, sailing is a bit more forgiving. "Hell, I don't care if it's blowing 40 knots or 80 knots — I just go down to the galley!" He does know sailors who have had to pull back, though. Bruce Kendall retired as *Kialoa's* skipper in 1978, moving over to the business side of Kilroy's empire. (He still serves as watch captain during races, however).

**S**ome things in the yacht racing scene are nettlesome to Stu. For one, as time goes on, conversations at the bar demand bigger and bigger dimensions — fiercer storms,

headsails on deck during the *Concerto* days. "Now we have three jibs for winds ranging from zero to 14 knots," he says, "and whenever we change them we have to fold the old one up and squeeze it down this tiny hole! Jim will comment that he thinks the wind's changing, and I'll say 'No, no!'. Ha, ha!"

One of Kilroy's well known letters to his *Kialoa* "family" recently arrived at Stu's home. For the first time, the addressees were informed that, should they be invited, they could choose to sail either *Kialoa III* or *Kialoa IV*. The former's itinerary next year includes cruising in Bermuda and on the Atlantic Coast, including Long Island Sound. The racing program for *Kialoa IV* starts with SORC in February, followed by Clipper Cup, the Big Boat Series and the Cal Cup (with rumor has being an open event for maxis instead of the customary match race). "It's a tough choice," says Stu, "between two very delectable entrees."

As always, those asked to participate — the invitations arrive separately from the letter — have to pay their way to get to the boat. Room and board are taken care of once they arrive, and there are usually one or two onshore feasts to look forward to. Stu



COURTESY STU WILLIAMSON  
Celebrating after finishing first in the 1971 Sydney-Hobart. Stu is lower right, Kilroy upper middle. Above Stu is 12 meter skipper Jock Sturrock.

more devastating broaches, hairier mark roundings. While *Kialoa III* was virtually indestructible, the present boat not only broaches but breaks gear. Sail handling can also be a bitch; Stu remembers keeping

says the only remuneration they receive is a *Kialoa* t-shirt, handed out before the race. Presumably, he'll be there next year to receive another one, and more than willing to make a few wisecracks in the bargain. Then they'll go sailing and pursue The Dream some more.



## PETER LETH

On October 20 of last year Peter Leth and Robin Tauck, both in their 30's, left San Francisco Bay on the first leg of a long cruise. Their intention was to sail their Freya 39, Jazz, to Mexico, Costa Rica, through the Panama Canal, through the Caribbean, and ultimately across to Denmark. As often happens, plans change, and Jazz went up the east coast from Key West rather than out into the Caribbean. The boat is spending the winter there.

But since Robin and Peter's San Francisco to Key West trip is similar to one many West Coast sailors will begin undertaking in the next few months, we thought it would be interesting to review it with Peter. (Robin was still back on the East Coast).

We hope this interview will answer a few questions for the members of this year's cruising fleet, and perhaps give them a 'feel' for what it will be like.

**38:** How much sailing had you guys done before you left on your cruise?

**Peter:** Robin had done a lot of club racing back east. She also had done a delivery from Florida, helping take Bob Derektor's *Salty Goose* to the Northeast.

I started by club sailing in Long Island Sound, then did two Bermuda trips, one on a racing boat, another on a cruising boat. I also did a Bermuda Race. Later on I did a delivery in Europe, from Stockholm down to the Canaries, and a bunch of sailing throughout the Baltic and North Seas.

**38:** The Baltic, eh?

**Peter:** Yes, summer sailing up in Sweden and Norway, stuff like that. I also helped build a 33-foot Colin Archer design in wood; it took us two and a half years.

**38:** So what brought you back to the States?

**Peter:** Well we had always talked of sailing the Colin Archer boat down to the Caribbean or something like that, but after a while it became clear that was never going to happen. So in 1976 I was bringing a boat back from Bermuda and I bumped into Robin.

**38:** You met Robin on the boat?

**Peter:** No, I met Robin after we got to shore; I was bringing her father's Frers 41 back. That's when we met and started our . . . whatever. [Laughter].

We both got tired of the east coast, and about five years ago decided to come out to the Bay Area with the intention of trying something new. I was already familiar with the area, having worked a summer here in 1973. So we came out here, settled down, and bought a house.

**38:** You're an architect, right?

**Peter:** Yes. We bought a house here with the intention of fixing it up and selling it — you know, get in on that big real estate flare-up of the 70's. We worked on the house for about a year and a half before selling it, at which time our Freya was just about completed. Since that time we've basically stayed on the boat except for occasional bouts of housesitting.

**38:** So how much sailing had you done on the Freya before you took off?

**Peter:** Our log showed about 1,800 miles when we left. We'd done some trips up and down the coast. Down to Santa Cruz, up to Tomales Bay, Drakes Bay, and all that. Not much else, though, as there aren't that many places you can sail to in Northern California.

So with that experience, we left in October of 1982 with the intention of spending the winter in the Caribbean and then going on to Europe.

**38:** Let us interrupt for a moment. Some people have raised some question about boat registration. Did you have state registration or did you have Jazz documented?

**Peter:** Jazz is just registered in California. She's not documented. We had no problems with that, none whatsoever. As long as you had the registration certificate, you were okay. In fact ours expired while we were sailing around, but none of the officials really noticed; I don't think they could read it. The new registration was slow in catching up with us, so we sailed about four months with an expired one and had no problems.

**38:** Now that you've made it to the east coast, can you tell us what's been the hardest part of the trip?

**Peter:** Actually leaving is the hardest, saying goodbye to everybody and separating yourself from the friends and safe routine you've gotten accustomed to.

**38:** What was it, scary? Emotionally turbulent?

**Peter:** It was emotional mostly, heading out into that 'big void'. But you find that once you actually get started, you become so wrapped up in what's going on immediately around you and on the boat, that you have a new routine. Then you start getting new stimulations; new boats, new people, new places, new problems to deal with. So the homesickness — or whatever you might want to call it — quickly disappears.

Also the fact that we had a successful first leg of the trip, say from San Francisco to Cabo, gave us a lot of confidence. But the hardest thing of all was just leaving.

**38:** Were you able to relax after being out in the 'big void' for awhile, or was there always tension?

**Peter:** What we found was that the first day of each new long leg was pretty tense. You fidget, you don't sleep much, you're getting

## interview:

everything in order. Then about the second or third day you get in the groove again of sleeping and sailing and everything is fine.

**38:** What about coming back in to land? Many people say that after being out for a few days they don't want to come back to civilization. Did you get that feeling?

**Peter:** Yeah.

It was interesting when we finally hit Florida, because up until then we'd been at anchor the whole time except a couple of times we'd pulled up to fuel docks. We stayed in Key West for a couple of days and then went up to Miami, where Robin has relatives. In Miami it all of a sudden dawned on us that we were back in America, and it was like Disneyland! Big cars, a different pace, people wearing different kinds of clothes, and the different financial status of everyone. All of this coming after months in poor Central American countries — ending up in affluent Southern Florida was really a culture shock.

Going to a supermarket, for example. We ran around like kids in a toy store. All of a sudden you see these things you've forgotten you even missed. Chocolate chip cookies — I never even was a big fan of those but I had to eat a bunch. Air-conditioning was another big luxury. Cars! [Laughter]. Boy was it fun to drive. We went real slow, cruising at about 30 miles an hour. Our reaction times had slowed way down.

We were only gone out of the American culture for seven or eight months and yet the shock of coming back was very strong.

**38:** Backing up a little, how did your paperwork go?

**Peter:** It was easy, we did everything at the consulate in San Diego. We bought a fishing permit that nobody ever looked at.

**38:** Did you take a gun?

**Peter:** Yes, we took a stainless steel shotgun.

**38:** Were you ever glad you'd brought it along?

**Peter:** We had fun with it, shooting bottles and cans to break the boredom. But we never needed it. Almost every boat we ran into had some arms on them. The most popular was a shotgun because military-type arms aren't allowed in Mexico and Central American countries.

**38:** Shotguns are allowed?

**Peter:** They are considered a sporting rifle, as are .22's.

**38:** Did any government officials ever see your shotgun?

**Peter:** It was seen in the San Blas Islands off Panama and in Jamaica. Jamaica is a touchy spot for guns. There you declare them, the officials take them, and you get them back when you leave. But throughout Central America nobody asked about them and you don't volunteer the information that you're carrying one.

**38:** In general how were your relations with the various govern-

ment officials?

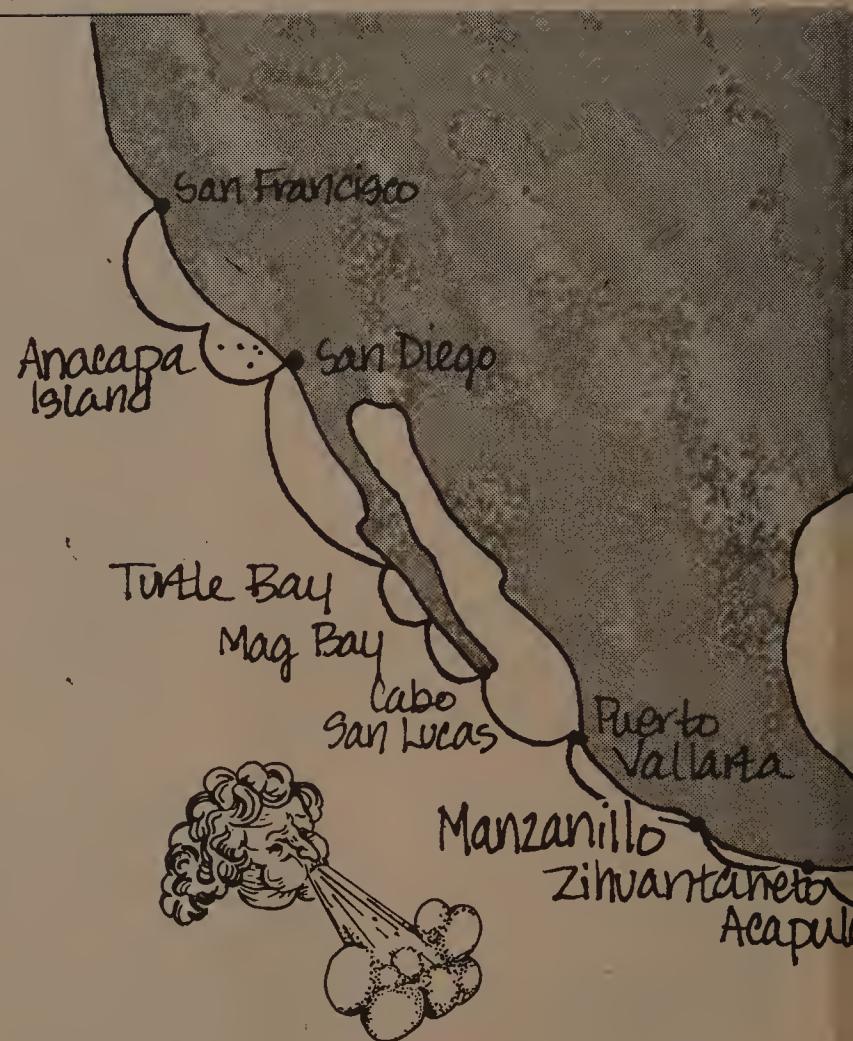
**Peter:** Real good. We had no problems anywhere.

**38:** Nobody wanted any money?

**Peter:** Well our first stop in Mexico was Turtle Bay where there's no immigration or customs, so you can't clear there. The federales greeted us on the dock with their guns; they wanted to see our papers . . .

**38:** All your papers? [Laughter].

**Peter:** Yeah. We showed them our crew lists, registration, all the



The highlights of Jazz's voyage from San Francisco to New England.

stuff we had. They took a copy of the crew list and that was it. Then they wanted whiskey. We said we didn't have any. They asked again, but nothing came of it. This was about the time the stolen Gulfstar 50 was discovered there, so their attention was suddenly diverted and that was the end of it.

**38:** So you just played dumb?

**Peter:** Yeah. We didn't have any whiskey anyway, and we did have papers with the Mexican consulate's stamp on them. That was all we really needed.

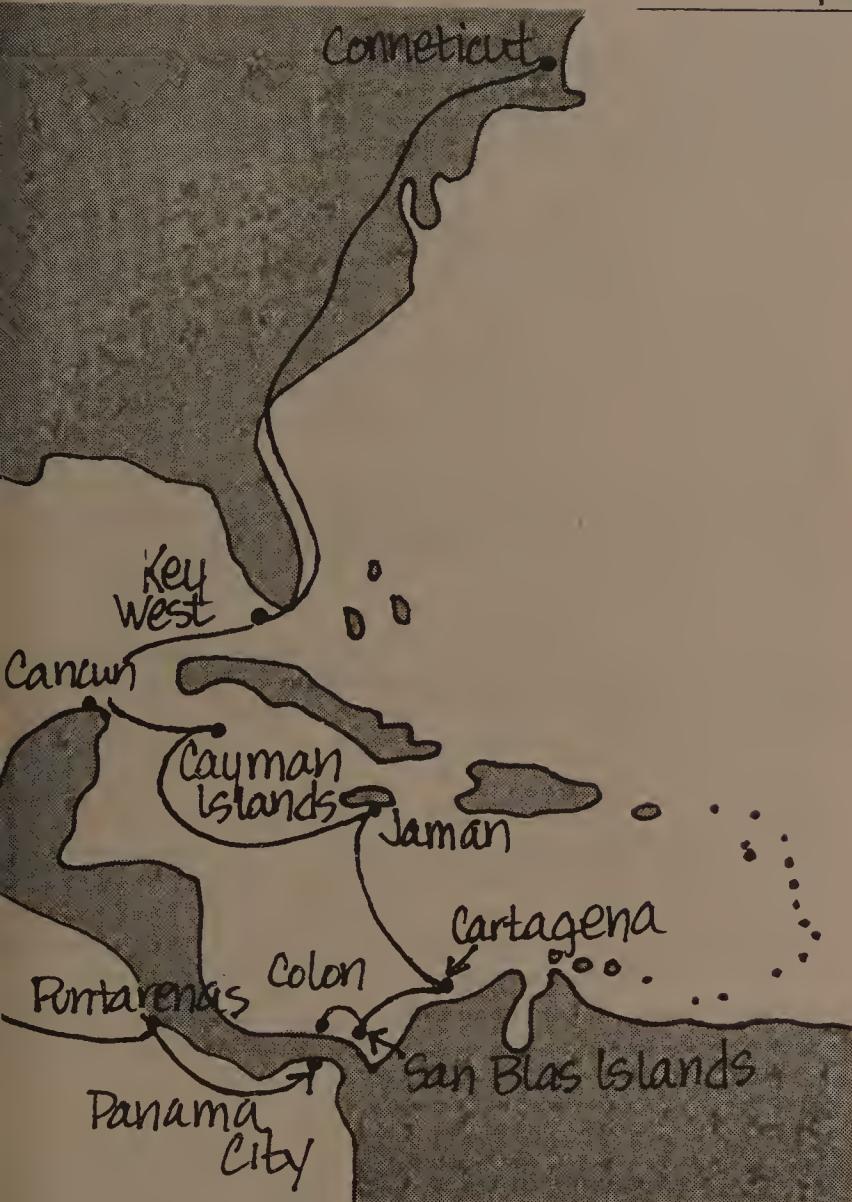
**38:** How was your Spanish?

**Peter:** I learned a fair bit during the trip, I could communicate with most people by the end. Robin speaks Spanish quite well, so it was easy for me to pick things up. But the basic stuff, the basic questions, you learn quickly.

**38:** Once you left San Francisco you moved at a fairly rapid pace, didn't you?

**Peter:** Yes. We went from San Francisco directly to Anacapa Island, and spent just one night there before sailing down to San Diego for the Pacific Marine Supply cruising kick-off party. We spent ten days in San Diego taking care of paperwork, fixing things up, provisioning, and all that stuff.

As I mentioned earlier, our first stop was Turtle Bay, then Mag Bay where we traded t-shirts to the fisherman for lobster during our one



night stay. Since we had big plans to move rapidly, we went right down to Cabo where we had a lot of fun and played for about a week. It was still pretty early in November, and there were only four sailboats in the whole place. When we left a week later there were 15; boats were coming in every day.

But in general we had good weather our entire trip down. We had one short spell halfway down Baja where the wind quickly picked up to about 45 knots, but then it died almost right away. Two of the crew — there were four of us on this leg — never even woke up. By Thanksgiving we were already in Puerto Vallarta, long gone from Cabo when all the boats were destroyed early in December.

Say, did you hear our story about Mr. Larsen?

**38:** No, why don't you tell us.

**Peter:** Well you know Jack London's book *The Sea Wolf*, where the mean old captain is called Mr. Larsen? We were all reading the book during the crossing to Puerto Vallarta.

Anyway about 18 hours out of Cabo on this two and a half day trip a little hawk — which had apparently been blown offshore — started circling our boat in desperate need of a place to rest. Eventually he crash landed on the deck of *Jazz*, and for the next two days he would sit on the stern pulpit behind the helmsman. We tried to feed him grains and stuff, but he wanted nothing but raw meat. So we gave him chicken legs and hot dogs. We all became pretty friendly with him and soon began calling him Mr. Larsen.

Mr. Larsen would spend most of the day just sitting behind the helmsman on the stern pulpit, and at night he'd fly toward the bow

and down the forward hatch to the v-berth. There he'd spend the night sleeping on the sailbags. It was calm during most of the passage, we were running the engine, and the noise didn't seem to bother him at all.

When morning came he would get up and fly out the forward hatch, fly around the boat a couple of times looking for land. Not finding any, he would spend the rest of the day back at the stern pulpit. He got more and more friendly to the point we had him sitting on our shoulders and standing on our fingers, stuff like that.

Then about six hours out of Puerto Vallarta he was coming back in for a landing after his morning search for land and crashed into the side of the boat. The boat must have jumped up on a wave or something to cause Mr. Larsen to miss. Nobody saw it happen, but after a few minutes we noticed he was gone. Feeling pretty attached to him, we went back to search.

**38:** Bird overboard?

**Peter:** Yeah. Believe it or not we were all pretty upset. After about 15 minutes we decided to give up the search and headed back on course for Puerto Vallarta. But all of a sudden we spotted him dead ahead in the water, just barely keeping his head above the surface. When he saw us coming he made this incredible "come rescue me, please" eye contact. When an attempt to scoop him up in a bucket failed, one of our crewmen, Steve, stripped off his shirt and dove in after Mr. Larsen. He got him, too.

We rinsed Mr. Larsen in fresh water, dried him off, and wrapped him in blankets, and put him up forward. He was in pretty bad shape, trembling and shaking from shock, very nearly dead. Even after we pulled into Puerto Vallarta, he wouldn't come out of the hatch.

But finally the next day he came up on deck, and even though he saw all the hills and land, he stayed on the boat. Finally after about six hours he up and flew away, having made it from Cabo to Puerto Vallarta after all. Good old Mr. Larsen.

**38:** How did you find Puerto Vallarta?

**Peter:** Empty. [Laughter]. The only other sailboat was *Reliance*, a Swan 53 owned by Hank Matthews, who apparently once owned Maritime Electronics in Sausalito. That was it.

I didn't think the harbor itself was very attractive. For one thing we anchored in the basin next to the Mexican Navy Base. They had band practice every morning at 6:30 and they're real bad. [Laughter]. They'd wake us up with bugling that sounded like sick wolves.

The northern end of town, from the harbor and tourist hotel strip to downtown, is dusty and ripped up. There's a lot of construction

going on, and it was dirty. But walking around the hills behind town was very nice, and we enjoyed the south end of town. There's a lot of Americans who live at the south end of town, and not so much tourist activity. It's nice, we had a lot of fun in Puerto Vallarta.

**38:** It's often said that the best cruising in Mexico is at the anchorages between Puerto Vallarta and Manzanillo. How did you like them?

**Peter:** Well, we sailed directly to Las Hadas, not stopping in the two and a half days, so I couldn't tell you. We were still ahead of the

## interview:

cruising crowd; there were only four boats there. Las Hadas was like Disneyland, very bizarre.

Most of the visitors were from Central and South America, and it looked like it was only running about 30 percent occupancy. There were so few boats that we didn't have to tie up Med style or anchor



Mr. Larsen waiting for lunch.

out. It's very protected in the harbor there, whereas outside it's really exposed. For \$9 or \$10 a night we got to tie up, use all the hotel bars, pools, showers, electricity . . .

**38:** Didn't somebody get electrocuted at the Las Hadas dock?

**Peter:** Yes, I heard that. Las Hadas was just a so-so place as far as we were concerned, no big deal.

Zihuatanejo was very nice, a fine anchorage. I think all the sail-boats we saw were owned by Mexicans and were there permanently. The marketplace was a lot of fun, but we were in a hurry to keep moving on so we didn't stay long.

**38:** What kind of winds were you getting along this stretch of the coast?

**Peter:** Light winds, maybe 10 to 12 knots in the afternoon. On the nose, it's always on the nose.

**38:** How were you navigating along here, D.R.?

**Peter:** Well we sailed a little too far offshore to keep track of the coast, besides you can never depend on the lights, so we'd use the SatNav and took a few sextant shots to keep current on it.

The SatNav was great, on the button every time, a nice investment. In Mexico we'd get a satellite every hour and a half or two; the worst it ever got was Panama where sometimes it would be four hours between satellites. The SatNav was also nice for crewmembers who couldn't navigate; they could read off the numbers and plot them and thus take part in that aspect of cruising. It let them join in the fun instead of looking dumbfounded as we went through the navigating rituals.

Our next stop was Acapulco, about a day and a half south of Zihuatanejo. We spent about a week at the Acapulco Yacht Club, and paid about \$6.50 a day to anchor out. The club is very beautiful; for your \$6.50 you get to use the shower, pool and bar. The thing about Acapulco is that it exists solely for tourists, that's all it's there for. Especially at the south end of town. It was nice that the yacht club is about a dollar taxi ride up on the north side in a residential area away from the tourism.

They do, however, have a huge marketplace that's really fun to go to. It's enormous, the biggest I've ever seen. The chicken department must take up at least three acres. [Laughter]. There are zillions of chickens hanging there, all stripped of their feathers. Then you go to the beef department and it's huge, just wall after wall of hanging beef. Everything is all white tiles. What I can't figure out is how they compete with each other, all these stalls selling the exact same thing.

**38:** What was the water like?

**Peter:** Well for drinking we called the Mexican Alhambra man — it's the only place in Mexico we didn't take water right from the tap. The delivery truck came down to the dock because there were two of us ready to take on water.

As for the water in Acapulco Bay, that didn't look too good. At least we didn't go swimming. But the hotels have beaches, and people were swimming at them.

We made a side trip around the corner of Puerto Marquez where there's a small hotel and a beautiful home belonging to a former president of Mexico. We stayed there a few days, swimming and fooling around before going back to Acapulco to provision.

**38:** Then it was on to Costa Rica?

**Peter:** Well first we had to cross the Gulf of Tehuantepec, to make the 1000-mile run from Acapulco to Costa Rica. Now the Gulf can get terribly rough so you either stay way inshore or try and circle outside the winds that howl through the gap in the Central American mountains. We'd met a boat in Acapulco, an 80-footer, that had tried going 300 miles offshore. They'd still gotten clobbered by a Tehuantepec'er. Their dinghy was torn right off the davits and they'd really taken a pounding coming north.

So we decided we'd go even further offshore, figuring the winds would blow themselves out. Well this was just about when that big storm closed down Denver for a day or two, and it must have hit us. We really got clobbered for two days; some boats were reporting 70 knots of wind. We ended up 450 miles offshore, way, way out there.

But the waves were the worst. If you look on the pilot charts there are something like 13 areas in the world where they list the worst wave conditions; there's an area in the Gulf of Alaska, one near Greenland, South Africa has one — well there's one near Tehuantepec, too. We saw the biggest waves I've ever seen, and I've sailed through the Bay of Biscay in October during a storm. These were bigger.

You'd get an oddball wave every now and then, that's the one that would swamp the cockpit, coming over the quarter. Every once in a while at night you'd hear one roaring toward you — you'd look up, say "Oh shit", and the white crest would come right over you.

**38:** Were you all strapped in?

**Peter:** Oh yes! The funny thing was that we had to motor through a flat calm the first day out of Acapulco. That night it hit us with a vengeance, going from nothing to its maximum wind speed in only about three hours. We kept reducing sail until we just were carrying a storm jib and were still doing six and a half knots. We thought it would blow itself out if we just ran with it, but soon we were just heading southwest, away from all land. Eventually we just had to stop running with it and head more toward land.

The first 24 hours of the blow was pretty scary, I guess we hadn't bargained for it. Especially the one guy who was with us, he'd never sailed that much before and had never seen anything like it. For a long time he and I steered one hour on, one hour off, because we didn't feel the vane could handle it. But after we decided we couldn't run any longer, we hooked up the vane and it steered fine. We just sat under the dodger and watched for freighters.

**38:** What kind of vane was it?

**Peter:** A Monitor. It worked fine the whole time.

You know at one point during this passage we were closer to the Galapagos than Costa Rica; that's when we knew we had to head up. And although it let up slightly after two days, it blew hard and steady — maybe 40 knots — for nine of the twelve days to Costa Rica. But the wind wasn't the thing, it was the seas. They were so big, and after we headed across them a bit, every now and then we'd fall off one and it was like landing on a beach! The crashes were enor-

## peter leth

mous.

We talked to some people who went real close along the shore and they got real heavy wind, too, but not the seas. Of course if you go close to shore you run by those troubled Central American countries, and that can lead to hassles. We didn't hear of any problems, but some boats were hassled.

**38:** If you had to do it again, which way would you go?

**Peter:** I'd take the outside route again. The ocean is more predictable than the political situation.

We arrived in Costa Rica, much farther south than we'd intended because of the storm, on Christmas Day. We were told that they are very strict about clearing, and that one person could go ashore to find the Port Captain and other authorities. I selected myself [Laughter] and went and found a cold beer [Laughter], and then walked around town looking for the Port Captain.

When I found it only a cleaning man was there, but he told me where the Port Captain lived — so I went and found him. He explained it would cost \$10 overtime pay each to get the four officials to come down. It seemed reasonable to us. We'd been 12 days at sea in very, very rough weather, it was Christmas, and we wanted to get ashore and celebrate and make some phone calls. So we paid the money, as did Dan Goddard and Kathy on *Champagne*, a Morgan 38 from Sausalito.

We met *Champagne* over the radio out in Tehuantepec during the big blow. Eventually we met up together, and they escorted us in to Costa Rica because our engine mounts had broken. Anyway we all went out to eat, and walk, and get showers. This was all at a place called Parque Aqautico in the Gulf of Nicoya, a very lovely place.

**38:** The Costa Ricans were friendly?

**Peter:** Very friendly. They're real positive and like Americans. In fact we had some people come up to us on the street and say, "We like Americans".

**38:** We've always heard that the Costa Rican women are attracted to American men. Is that possible?

**Peter:** The whole story down in Puntarenas is the whore bars. They are pretty much sanctioned, at least they get these check-ups, so I guess they're sanctioned. A lot of guys hang out at these bars. One guy we know moved in with a woman he met at the bar and stayed with her for a few weeks. Yes, those bars are a real popular item with some cruisers.

**38:** Is Puntarenas a clean town?

**Peter:** It's cleaner than Mexico. It's tropical, the weather was really super, maybe 80 during the day and just a few degrees cooler at night. We were there in the dry season, so we didn't get any rain or feel the humidity.

I slept out in the cockpit every night. We did have a couple of wind storms that blew down the mountains, two of them in fact. It would blow 35 to 45 in the anchorage, but the holding ground at the anchorage by the river mouth behind Puntarenas is so good that nobody dragged. They charge you a dollar a day to use the showers, laundry, telephones. They also watch your dinghy and lock the gate at night.

**38:** Why is thievery a problem?

**Peter:** Well they don't come out and raid you, but you can't just leave things lying around either. Actually we were the only ones we know of that lost anything, our Suzuki outboard and oars. I was sleeping in the cockpit the night they disappeared and figured maybe they just fell off or something, but we dove there and couldn't find anything so we assumed that they had been taken. But it was really an unusual incident.

We spent a month in Costa Rica and met two well known Americans there, Caspar and Curt. Caspar is a surgeon who used to prac-

tice in New Mexico about 15 years ago. He sailed down there about 15 years ago and now he lives up in the hills and runs a peanut farm. His boat is still on the beach all wrecked. Both of them are real friendly and love to play chess — go see 'em!

**38:** While you're travelling it's easy to meet people?



A bird in the hand is worth two in the brine — Steve Frey rescues Mr. Larsen.

**Peter:** Yes, you meet them all the time. Our engine mounts broke, so we met the Yanmar guy there — who happened to have the part right on his shelf. Actually Puntarenas is a great place to break down, they've got the largest machine shop in Central America, Sanny Manely's. They build boats, they've got props, all kinds of stuff. It's really a big operation. We know one guy who had his boat hauled and painted for \$75.

We stopped at Captain Tom's place in Golfito and ate a few Jungleburgers. He's a neat guy and has an amazing collection of guest logs. He has five big volumes of people who have stayed there.

Another place we stopped was a little island, Coiba, about 20 miles off the coast that had the best fishing in the world. There were dorado, mackerel, bonita, yellow fin, enormous porpoises, rays — everything. It was amazing, they were like jumping into the boat. It was incredible!

From there we went to Panama, a little village near Punta Mala, an appropriately named spot if there ever was one. We spent three days waiting for the winds to abate so we could round the point and head up into the Gulf of Panama — it was blowing about 50. One boat spent 11 hours beating into it, gave up, and covered the same ground coming back in one and a half hours! It's not only the wind that makes it bad, but a terrifically strong current — maybe the Humboldt Current — which runs against you.

Eventually we just headed across the Gulf of Panama for the Perlas Islands. We figured if worse came to worst, we could just run on down to Ecuador or Columbia and then ride the current up. We ended up in the Perlas, a group of 40 or so very nice islands. We also went to Contadora, where the Shah of Iran had been, but it was just an expensive, boring place. From there it was to the Balboa Yacht Club in the Canal Zone.

In fact we had to sail almost the entire way because the coupling on our engine broke. We ended up being towed the last quarter mile or so by a real unusual boat, a Cal 29 from Ventura named *Illusive*, with the Boras family aboard. There were five of them aboard that little boat; the parents, and three young teenagers. Originally they had planned to sail the boat from Ventura to Puerto Vallarta and back. But one thing led to another and they just kept going. They were going to sail all the way to Florida, but got lucky and found someone willing to buy the boat for a good price in Panama.

**38:** How could they all stand it in a boat so small?

**Peter:** It took a lot of tolerance.

## interview:

Another interesting boat we met was a Freedom 40 with a psychiatrist from U.C.L.A. He had everything conceivable on that boat — radar, SatNav, a freezer, a generator as big as my engine, all kinds of stuff. And it was always breaking. The SatNav antenna, for example, vibrated right off the top of the carbon fiber mast. So the adage of

'keep it simple' shouldn't be ignored.

**38:** What kind of equipment did you have?

**Peter:** We had a SatNav, a VHF, an RDF we never really used. We had a Cold Machine that worked very well, even in the tropics. But we didn't have a freezer, a radar, an autopilot — an autopilot would have been nice. Actually the thing we could have used most was a good weather radio; however, we were always able to get the latest weather from other boats in the vicinity.

But if I had to pick our two best investments, they were the SatNav and the windvane, both came in very handy.

**38:** How was your Canal transit?

**Peter:** It was terrible, but you'll have to cover that in another article. Very scary!

But on the other side of the Canal was the San Blas Islands, a really great place. We spent five weeks there.

**38:** Five weeks?

**Peter:** It was the highlight of our trip. They are located about 70 miles east of the Canal entrance, and are 365 little islands that cover about 120 miles. Only about 50 of them are inhabited, and they are just two to five miles off the coast of Panama. Although many have their own quirks — one has a shale bottom, another hard sand, yet another grass — there were good anchorages.

There is a reef system that protects them from the open ocean, although it can be dangerous. Three big freighters went up on them last February alone, and they are all still there. Two were abandoned, one still had guards and was full of cargo.

These islands are the home of the Cuna Indians, and they are very friendly as long as you play by their rules. You always announce yourself when you come in, and ask if you can anchor off their village. They always say yes, but it's important to always ask. You also should never take anything from the island like coconuts, which are their mainstay. But if you ask for a coconut they will always give it to you.

The fishing was lousy except if you had scuba tanks, but you could dive for lobster and the conch was everywhere.

Our only bad time there was when another boat tried to offload Robin onto *Jazz* and our masts collided, causing damage to our spreaders. Fortunately a little plane flies to Panama City every day for \$50 roundtrip. I flew in and got it welded so it was better than new.

Panama City is the banking capital of South America. There are 365 banks there, including a branch of just about every California bank. The biggest building in town is the Bank of America building. There are high-rises, it's a very cosmopolitan city.

**38:** We've heard the cities are dangerous in Panama, is that true?

**Peter:** Panama City is like all big cities, there are places you can go and be safe and other areas you just don't go to. Colon, however, is awful. I don't think any cruisers wandered any more than two blocks from the yacht club. We heard of two cruisers getting mugged, being threatened with knives and having their wallets stolen. Colon is a rough town.

Parts of our next stop, Jamaica, were also pretty bad.

**38:** Before you get there, how was it sailing from Panama to Jamaica? That's always supposed to be a rough one.

**Peter:** Well we left the San Blas Islands and headed for Cartagena, Columbia, on one tack. Here we again experienced very rough weather, winds to 50 knots and very heavy seas, and having to head right into it. But just about 50 miles from Cartagena the wind started backing off to the east and we were able to flop over and make the long hitch to Kingston on one tack.

It's very rough along that shoulder of South America, but once you tack away and get up into the trades, the wind frees up and you can really whale. The last couple of days coming into Jamaica was perhaps the best sail of my life, just constant fast sailing in steady winds with the vane driving all the way. It was so good I didn't even mind it that much when the SatNav started smoking and broke down and all the oil drained out of our main compass.

**38:** How long was that leg from Panama to Jamaica?

**Peter:** It took us six and a half days.

Pulling into Kingston was a pretty bad trip. It's a poor town with an industrial-type harbor and the people weren't very friendly. We stayed at the Royal Jamaican Yacht Club, which was fine, but when we went out it got worse.

For example we were waiting at a bus stop with a black kid who worked at the yacht club. A police car came by and asked what was going on; what were we doing with the black guy and what was he doing with us. They didn't want us on the street because they thought we'd get robbed or some kind of trouble would start. They crammed us all in the back of the police car and drove us all back to the yacht club. And boy that guy drove like a maniac!

Apparently that's how things are in Kingston and the Blue Hills — the dope hills. But we sailed down to the west end, Negril Beach and a couple of places and it was really great. The people were very friendly, the beaches were gorgeous, and there was just a whole different attitude.

From what I understand the politics are a lot different at that end of the island, and at places like Montego Bay and Ochos Rios. The east end of the island is still reportedly pro-Manley and socialist, and so the cruise liners didn't go there. But we spent a month on the west end of Jamaica and really enjoyed it. We sailed from Montego Bay to Negril about four different times and really enjoyed the sailing. It was about 18 miles and you could really move in those steady tradewinds that blew 20 to 25 knots.

The coastline there is very pretty, the mountains, which were very, very green, come right down to the water. It was gorgeous along the whole north coast. In fact we spent so much time here we knew our timetable was shot, and that we'd never make it to Antigua for Race Week, which had been our plan.

Oh, we did get searched for dope in Negril Beach. Four Jamaican Coast Guards guys in an inflatable came out to search all the boats in the harbor. They had machine guns, too. They said they were checking for life jackets, but later admitted they were looking for dope. They went through the motions of looking through our drawers, but it was clear they were really just looking for bales. All six boats in the harbor were clean.

**38:** During your seven or eight months out of the States, how

## peter leth

much money were you spending a month on the average?

**Peter:** Probably about \$650 to \$700 a month living expenses. We weren't eating out all the time, but we weren't really denying ourselves either. We'd go out and sample the places.

But people are really different. Some would eat rice and beans on their boats every day and never go ashore so they wouldn't spend money. If you want to do that, you can live much cheaper than we did. Then there's the other extreme, the first-class route. These people would eat out a lot, rent cars, hire guides, go to the best places in town, the whole works. They spent an enormous amount of money; where it came from I don't know.

The amount of money you spend also depends on where you are. In the San Blas Islands there simply is no place to spend money unless you buy curios. But in Panama City you have to stay at the Balboa Yacht Club and that's \$15 a night. We ran up a huge tab there just waiting for parts to arrive. Panama City was expensive anyway, just eating — and not eating in a grand style either.

The financial situation of people out there is as diverse as the boats they sail.

**38:** What kind of boats did you see?

**Peter:** There were good boats and bad boats — some you wouldn't even take across the Bay. Some looked completely inadequate for what they were being used for and others were very well equipped. From what I can remember ten years ago, I think the majority of cruising boats are better now. More of them look like they were built for cruising and they seem better equipped. It also looks like the people cruising are spending more money on them. I don't know if the people are any better sailors, but on the whole they have better boats.

**38:** And what are the people like, their ages for example?

**Peter:** The two big groups are people in their mid-30's who are making a career or lifestyle change or taking a year off, that's one group. The others are the retired people, who have stopped working early or retired at a traditional age. You hardly see anybody in their 20's, I don't remember any.

Everybody is very friendly, there are few clashes. Everybody gets along really well, perhaps because everyone is in the same situation.

**38:** Where did you go after Jamaica?

**Peter:** We then sailed to the Cayman Islands, which I didn't care for at all. It's all offshore banking and tax-free deals. Scuba diving is supposed to be incredible, but we didn't have tanks.

From there we sailed to Cancun on the Yucatan, and on the way hit an enormous lightning storm.

**38:** Is your boat grounded for lightning?

**Peter:** No. [Laughter]. A lot of people say it wouldn't make any difference because you'd need a ten-inch thick copper cable to handle a million volts coming through in just microseconds. We had battery cables we threw overboard that we hooked to the stays, but I don't think there's much you can do.

**38:** How was Cancun?

**Peter:** It was really awful! It's the pits. It's like Miami Beach, and didn't even exist until about ten years ago. Isla Mujeres, a small island just three miles away, is pretty nice. Originally a fishing village, it now gets the lower end of the tourist trade. I like it better.

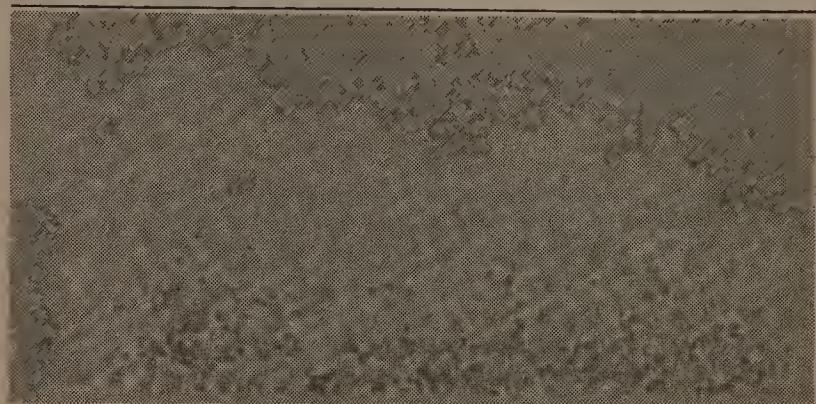
From there we made the run to Key West. Going through the Yucatan Channel the current is really rough; we did 98 miles in 12 hours and weren't sailing that hard. The miles just rolled by! The Coast Guard had four boats here and were stopping everyone to check for dope, but somehow we slipped through. We weren't carrying any, though.

It was a good sail until just before Key West when we had 35 to 40 knots of wind and the Gulfstream to contend with. There was also

the freighters and shipping to contend with — boy they all converge right there and it seemed pretty dangerous.

**38:** You had several times when you hit strong winds, what kind of sail inventory did you have?

**Peter:** Our inventory was great. We had a main, a 155, a 120, a



90, a high-cut 60, a 10-ounce staysail, and a storm jib. We were surprised how much and how important the smaller jibs turned out to be. And we were surprised how well they worked. If there's a lot of wind when you drop from a 120 to a 90 or from a 90 to a 60, you hardly lose any speed at all and you have a so much smoother and more comfortable a ride. The boat also stands up better, you ease the loads on the rigging, the boat just feels better.

If we did it again we'd take the same sails. We didn't have a storm trysail, but we never really needed it. Only a couple of times were we down to the staysail and a triple-reefed main. If it went beyond that we just took down the main completely. We never had to hove to, the boat was always strong enough to keep going and it never felt out of control.

**38:** What was the right amount of people on your 39-footer?

**Peter:** Three was a good amount of people on a long passage, because after two or three days just two people get pretty worn out. Four is fine when you're passage making, but in port you have to be more tolerant.

**38:** How did you like the size of the boat?

**Peter:** It was fine. We were never overwhelmed, and we think the expenses incurred would have been much higher with a bigger boat. Physically it would be harder, it would seem also.

The boat is pretty heavy and before we left we wondered how well it would sail, but it really surprised us. Once we got in open water it was much faster than we expected it to be. With some good stiff wind the boat really flew.

**38:** What was Key West like?

**Peter:** A gay Sausalito. It's a very pretty town, lots of Victorian architecture, good facilities, several places to tie up or you can anchor out for free. Great food, nice people, a real party town. I liked it.

**38:** And from there you went up the Inland Waterway to New England where the boat is now?

**Peter:** Yes.

**38:** From San Francisco to Key West, what were the highlights?

**Peter:** I'd have to say Costa Rica and the San Blas Islands. I was very comfortable in Costa Rica, and San Blas was very unique. Both were great.

The places I didn't care for were Kingston and Cancun. Cancun was worthless.

**38:** Any words of wisdom for people about to follow in your wake?

**Peter:** Just that it was fun, and that the whole trip was a lot easier than we thought it was going to be.

**38:** Thank you, Peter.

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I find myself working late fairly often this time of year. With the summer series over, midwinters not yet started, and the short hours of daylight, I can actually keep my mind off sailing. But the other day when I boarded a late Bart train to the East Bay at Embarcadero Station, there was Lee Helm, a naval architecture student who occasionally works part-time in the City, sitting next to an empty seat. She appeared to be thoroughly engrossed in whatever it was she was doing with her calculator.

"Hello, Lee," I said as I sat down next to her. "I see you're working late also."

She hesitated a second while some numbers flashed on her calculator display, then looked up.

"Oh, hi, Max!"

"Late night at the office?" I repeated.

"That's right — the sun sets much too early this time of year for me to go windsurfing after work, so I might as well make some money!"

"Must be quite an interesting project this time, for you to keep going like that right on the train."

"Not really, Max. This is actually another sailing program I'm working on now — it's for doing Vanderbilt formula starts, with compensation for speed ratio included."

**T**he doors closed, and our train began to accelerate into the tunnel under San Francisco Bay.

"By Vanderbilt start," I said, "you mean the system where you cross the line in the wrong direction, take the time remaining, divide by two, add half the time it takes to tack, and that's the time at which you should tack back to the line?"

"That's it. Although some people maintain that for a true Vanderbilt start you have to beam reach out and beam reach back (remember that you had buoy room at a starting mark in the thirties). The more common broad reach out, close reach or beat back is sometimes referred to as the 'modified' Vanderbilt formula start."

"I use something like it when the starting line isn't very crowded," I said. "Do you think the speed difference between broad reaching and beating is what throws it off?"

"That's part of the problem, although modern boats in most wind speeds will reach with no spinnaker at about the same speed that they go to windward. The big problem is current — that's why I'm developing a program to take different speeds (over the bottom) into account. Let me show you how this works."

She pressed some buttons on the

calculator, and the display read "Start", then asked "T1?".

"T1 is the time remaining when we cross the line the first time, going away from the course." She keyed in 1.30, explaining that it was for one minute and thirty seconds.

The calculator displayed " $V2/V1 = 0.85$ ".

"That's the speed ratio," she said. "I'll leave it at 0.85 instead of over-writing with a different ratio."

Then the calculator showed " $T180 = 8 SEC.$ "

"That's the time it takes to reverse course

out and 30 seconds back, and another, say, about two minutes out and two minutes back. For each practice run, record time remaining at first crossing, time remaining when the tack begins, and time remaining when we get back to the line. We enter all six numbers, and the output is the values of the two unknowns —  $V2/V1$  and  $T180$ ."

I pretended to understand, although I was really just taking Lee's word for it. Fortunately I thought of what seemed like an intelligent question.

"Don't you really know already how long

. . . a good tactician  
knows when to use  
numbered data . . .  
and when to ignore it . . .

by tacking or jibing."

The display went blank for a second, then said "TT = 52 SEC."

"Time to tack is with 52 seconds remaining, for a perfect start."

"Looks good in theory, Lee, but how do you determine that the speed ratio is really 0.85?"

"That's the part I'm working on now," she said. "You see, what we have are two unknown variables, the speed ratio and the time to reverse course."

**L**ee began to sound disturbingly like a math professor.

"If we have two linearly independent equations, we can solve for both the unknowns. All we have to do is make two practice runs — one that's, say, 30 seconds

it takes to tack?" I asked.

"Yes, but in theory it's more accurate to compute it this way, because the time lost while accelerating out of the tack is also taken into account. But now that you mention it, there should probably be an option that lets you input the approximate 't180' that you already know from a practice tack or two and then use the data from a single practice run to compute the one remaining unknown,  $V2/V1$ ."

"Of course you realize, Lee," I said, "that when you actually try to use these formulas in a race, some other boat is going to tack right on your wind and throw the formulas completely out of whack. Or even worse, you'll be luffed out by a boat to leeward. Or prevented from tacking back to the line exactly when you want to by a pack of starboard tackers. I can see you have a lot of fun

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"V=" ARCL 34 "F?"
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RCL 31 COS RCL 34 *
STO 32 "VMG=" ARCL 32
AVIEW "TWA=" ARCL 31
AVIEW "TWS=" ARCL 30
AVIEW RCL 29 "C="
ARCL 29 "F?" PROMPT
STO 29 RCL 31 + X>?
GTO 01 360 +
57♦LBL 01
STO 28 360 - X>?
STO 28 "TWD=" ARCL 28
AVIEW
```

```
66♦LBL 02
RCL 27 "NEW C="
ARCL 27 "F?" PROMPT
STO 27 RCL 26 "NEW V="
ARCL 26 "F?" PROMPT
STO 26 RCL 28 RCL 27
- RCL 30 P-R RCL 26
+ R-P STO 24 RDN
STO 25 "AWA=" ARCL 25
AVIEW "AWS=" ARCL 24
AVIEW GTO 02 .END.
```

```
01♦LBL "DRLOG"
SF 21 CLX STO 46
STO 47 STO 45 FIX 0
CF 29 "TIME 0?"
PROMPT HR STO 48
STO 50
```

```
14♦LBL 01
1 ST+ 45 CLX "TIME "
ARCL 45 "F?" PROMPT
X=0? GTO 02 HR STO 49
" C " ARCL 45 "F?"
PROMPT " V "
ARCL 45 "F?" PROMPT
RCL 49 RCL 48 - *
P-R ST+ 46 RDN ST+ 47
RCL 49 STO 48 GTO 01
```

```
45♦LBL 02
FIX 2 SF 29
```

```
48♦LBL 05
RCL 47 RCL 46 R-P
X>Y X<0? GTO 03
```

```
55♦LBL 04
"Σ C=" ARCL X AVIEW
"Σ D=" ARCL Y "F MI."
AVIEW "CURRENT C?"
PROMPT "CURRENT V?"
PROMPT RCL 49 RCL 50
- * P-R ST+ 46 RDN
ST+ 47 GTO 05
```

```
76♦LBL 03
360 + GTO 04 END
```

writing these programs, but . . ."

"Well, I realize it takes more than a computer to get a good start. During the Big Boat Series, for example, I would do some calculations and say 'Tack with one minute and six seconds remaining', and the skipper would say 'Okay' and then do something completely different! You see, it was valuable to have the information available, whether we used it or not. I think one of the most important skills of a good tactician is the ability to know when to use numerical data, and when to ignore it."

"What else does your calculator do these days?"

"Let me run through the program catalog . . .

**S**he hit some keys, and the calculator

Translation: "Max I like you." "I like you too, Lee."

began flashing recognizable combinations of letters, each representing a program.

"IOR . . . PHRF . . . MORC . . ."

"These are time allowance programs," explained Lee.

". . . VMG . . . TIDE . . . DRLOG . . ." continued the calculator.

"The VMG program is one of the most useful. I start by inputting the basic wind and speed readings: apparent wind angle, apparent wind speed, and boat speed. Then the program comes back with VMG (velocity made good directly upwind or downwind), true wind speed, and true wind angle relative to the boat. Then if I input compass heading, it returns true wind direction as a magnetic heading. Finally, I can input a compass

course and estimated boat speed on the next leg, and the calculator tells me what the apparent wind speed and angle will be."

Our ears popped as we approached the Oakland end of the Trans Bay tunnel.

"That last part sounds extremely useful," I said. "Most of the VMG indicators I've looked at can't do wind predictions."

"It's helped me make some real good sail calls," said Lee.

"What about your 'TIDE' program. Does it replace the tide book?"

"No, it's just a sinusoidal interpolator. I key in the times and heights of high and low water, and then for any time in between it gives the exact tide height."

"Sounds like more of a cruising program," I said.

"It's convenient whenever you want to cut a corner over a shallow spot."

"Here's another one I think you'll like that has very general application," she continued. "It's an electronic version of those time-speed-distance slide rules."

She pressed a key, and the display flashed "TSD", then "TIME = 0:14:15". With another key stroke it changed to "SPEED = 8.00 K" and then to "DIST = 1.90 MI".

"It keeps cycling over time, speed, and distance values, and I can change any one of them whenever it's displayed."

She keyed in 2.0, overwriting the 1.90 miles that was displayed. The displays adjusted to "TIME = 0:15:00, SPEED = 8.0 K, and DIST = 2.0 MI". She demonstrated a few more examples.

"It's really a one-dimensional spreadsheet program, with only three cells. I use it all the time."

**W**hat about the 'DRLOG' program I saw cataloged. Wouldn't that also just be a time-speed-distance calculation?"

"Yes, but with a few complications."

She pushed a key that made "DRLOG" flash quickly and then "TIME 0?" was displayed.

"Let's say we start our DR at 08:00 at Mile Rock."

"Now, at 08:30, suppose we've been steering 220 degrees and average five knots."

Lee entered 8.30, ans then 220 and 5 when the machine asked for "C1" and "V1".

"Then at 9:30, say, we've been sailing 200 degrees at six knots since the last entry."

She entered the appropriate data, and the display asked for "TIME 3".

Then at 10:30, we've come up to 21 degrees at 5.5 knots."

More entries, and the machine asked for "TIME 4".

"I can keep going like this, putting in as many legs as I want. Then to get the accumulated data expressed as a single run . . ."

She hit the "R/S" key twice and the calculator displayed "C=207.49" and then "D=13.88 MI."

This means we sailed 13.9 miles at 207 degrees magnetic, so I can plot it as a single line on the chart starting at Mile Rock. I can

also add an estimated current speed and direction, and the output is recalculated taking the current into account."

"Very impressive," I said. "But isn't it really better to show all the DR work on a chart, to decrease the chance of making a mistake?"

"Maybe, but it's not always practical. I originally wrote this program for the long distance to San Diego, when I knew I'd have to do a lot of DR work on a boat that didn't even have a chart table! The idea was to represent up to ten or more legs as a single line, to reduce plotting errors and minimize the usual reluctance to log in relatively minor

Lee Helm's dead reckoning log.

#### DR LOG

| DATE              | TIME     |
|-------------------|----------|
| - -               | : : TO : |
| ESTIMATED CURRENT |          |
| COURSE            | SPEED    |
| •                 |          |

| TIME |   | COMPASS COURSE | SPEED | COMMENTS |
|------|---|----------------|-------|----------|
| 0    | : | •              |       |          |
| 1    | : | •              |       |          |
| 2    | : | •              |       |          |
| 3    | : | •              |       |          |
| 4    | : | •              |       |          |
| 5    | : | •              |       |          |
| 6    | : | •              |       |          |
| 7    | : | •              |       |          |
| 8    | : | •              |       |          |
| 9    | : | •              |       |          |
| 10   | : | •              |       |          |

|                               |   |    |
|-------------------------------|---|----|
| VECTOR SUM<br>WITHOUT CURRENT | • | M. |
| VECTOR SUM<br>WITH CURRENT    | • | M. |

course and speed changes. I made up a form to use in the logbook, and it worked so well that now I use it anytime I keep a DR, no matter what size boat."

"I know what you mean about the reluctance to log in minor changes," I said. "I have a terrible time getting my crew to keep the log up to date when I'm off watch."

"Exactly. DR navigation on a long race almost always boils down to a discipline problem. You have to make it very easy to log in the small changes, and then be very strict about it. And finally, you need an easy way to plot all those legs — and the computer DR accumulator is the only system that makes sense to me."

"So tell me, Lee, should I buy a calculator like yours?"

"Oh, definitely, Max. The HP-41C has been around for quite a few years now without becoming completely obsolete, and the prices have come way down. A couple of new 'note book' size portable computers have been introduced recently by Radio Shack and NEC which look ideal for yacht navigation, but at the moment they're quite expensive. I think the HP-41 is perfect for your needs — I'll even load in my programs for you, although you could really write them yourself. There's nothing more sophisticated going on than a little trigonometry."

"Let me play with that DR program a little more," I said.

Lee started the program and handed me the calculator. I entered five legs which effectively circled the starting point, and the program dutifully added them up as expected.

"What if your boat has a distance log?" I asked. "The input requires speed."

"No program. There's another program that uses log readings instead. By the way, I discovered a neat way to calibrate a knot meter . . ."

Lee suddenly noticed that the Bart train had stopped at the Berkeley station, so she jumped up, grabbed her calculator, and ran for the doors, while I insisted that she divulge her new calibration technique.

"The Berkeley pier — the pilings are 16 feet apart — see you out there, Max!". The doors closed behind her before she could explain any further.

It took some time, but the next day I finally figured out that if you sail parallel to the Berkeley Pier for 9.5 seconds, the number of pilings that go by equal the number of knots you are moving over the bottom. It was nice to have my mind on sailing again, especially in the middle of the week.

# INNOCENTS ABOARD

Fifty years in prison! That certainly got my attention, even through my minuscule French. We were sitting in the immigration office in Papeete being chewed out for staying two months beyond our visa. It didn't matter that someone in the same office had suggested requesting an extension. "We wouldn't make you leave during the hurricane season," he'd said. Up to fifty years was the sentence we could receive.

As we got resigned to the idea of having to return to the United States, we began to cheer each other up. Kentucky Fried Chicken, pastrami sandwiches, cheap champagne.

We had requested the extension, and being Americans we naturally assumed that anything the government didn't say no on was okay. The French don't work that way. Anything not expressly permitted is forbidden. We got off light. "You must leave the territory by Wednesday" was our sentence. Since Wednesday, April 6 was the day we wanted to leave anyway, it was okay with us.

We were ready to leave. We had reached Tahiti in early June and, except for a couple of months in the Iles Sous le Vent, had been there ever since. If you are actively cruising I think that's too long. Besides, this year it wasn't a good place to wait out the hurricane season.

The week before, Betty had called her mother to get an order going for a Walker SatNav. The cruisers had found a way to get them for only \$1,600 and a look at the charts for the waters around Fiji showed us we wanted one. The phone call confirmed some suspicions we had. Some investments had gone sour and needed our attention in the States. So goodbye Samoa, Tonga, Fiji, New Caledonia, and Australia, and hello Honolulu.

As we got resigned to the idea, we began to cheer each other up. Kentucky Fried Chicken! Pastrami sandwiches! Cheap

ALL PHOTOS BY BETTY ANN MOORE & LARRY RODAMER

champagne!! And for me anyway, English speaking people.

It was blowing a nice ten knots in Papeete harbor so we hoisted all plain sail and went out the pass only to be greeted with 25 knots on the nose and wrapping around the island. So, wet and reefed, we started our

might be dead before the next few days were over, and even worse there was absolutely nothing I could do about it if it really went bad. Luckily, at sea things rarely go bad right now, so you usually have time to cope. After a couple of hours of feeling sorry for ourselves, we decided that some thinking and planning were in order.

The nearest land was in the Tuamotus, the last place you would want to be in a hurricane. That and Tahiti, where we had already taken two hurricanes at anchor, both lay in the dangerous semi-circle of the storm path. I have never agreed with those experienced old salts who say the best thing to do in a hurricane is to put to sea because it's the land that's dangerous and wrecks your boat. The hell with the boat. I would much rather be on land watching the boat be destroyed than turn up missing at sea. In this case, since we were already at sea, there was no choice. All we could do was run north and hope to get above its projected southwest track.

2200-mile passage to Hawaii. We had hardly gotten settled in when I saw a familiar-looking piece of wood floating in the wake and Dove suddenly rounded up into the wind with a tremendous slatting and banging. The pendulum on the windvane had broken. Some people, me especially, never learn. Betty and several other people, when we were hauled out, had pointed out that the wooden pendulum was riddled with teredos and likely to break. I blithely responded that we had a spare and might as well get the maximum mileage out of the old one.

I wasn't so cheery hanging upside down over the stern with wrenches and screwdrivers hung from lines trying to change pendulums in 25 knots of wind.

Betty had wanted to turn back after what was hardly an auspicious start. "We're only 25 miles from Papeete," she said, but I was stubborn. I felt we had psyched ourselves up to go, had started, and should continue. This turned out to be one of my better decisions in view of what happened later.

We had been smoking along for two days making about 150 miles a day, just about hull speed for Dove, when Betty woke me at 2:00 a.m. with the news from WWV. Hurricane Veena had formed and we were right in its projected path. Oh no, what a terrible feeling! Having led a sheltered life, I never had considered the possibility that I



Wahoo, an ono! Not really, just a mahi mahi.

The next day found us running northeast, fear having subsided for a while, and even with rising wind and dropping barometer, we were hoping to get a little "free" easting. Well, there's no such thing as a free lunch; Veena did not go southwest, she (he, it?) went due west and we ended up within one hundred miles of the center.

Sometimes you are really lucky. We never had more than about 50 knots and big seas. We cooked along at six knots under triple-reefed main and no headsails until we decided we had to change course to head more northerly. How do you jibe in 50 knots? Very carefully? Not us, we took the main down and jibed with the vane. For the first time we were under bare poles (pole, on our sloop) and sailed nicely at four knots in the direction we wanted to go, occasionally surfing down a wave at seven or eight. At no time did we feel out of control or think we needed to drag warps to slow down. I also felt my usual reluctance to make any changes when things are going okay as is.

We noticed that the behaviour of both the barometer and the wind were exactly as outlined in *Ocean Passages for the World* and *Bowditch*. They told us we had made the navigable semicircle and things would be getting better. They did.

The pilot charts didn't do as well. Where we were, in the month of April, they show no, repeat no, westerly winds. We had seven days of Force 7, 28-to-33 knots, or better and ended up 300 miles east of where we had intended to cross the Equator.

This turned out to be a blessing in disguise, as the Northeast Trades were due north and strong at 25 knots or so. With all that easting we were able to close reach and not have to beat.

Having survived the cyclone we felt we could make it the rest of the way with no trouble, until motoring along we looked below and saw the floorboards floating! What a sinking feeling. We shut the engine off, pumped the bilge, and watched. No more water was coming in. We started the engine and traced the rushing water to the lazarette. Someone didn't have a long enough piece of hose, and had put in a coupling underneath the propane tank box. The "stainless" hose clamps, the kind with the iron screws, had broken, and we were just pumping the engine cooling water right into the boat. The guy who makes those hose clamps ought to



The night watch with the wind on the nose.

be sentenced to using them on his own boat. It would serve him right.

The fishing on this passage was the best ever. We caught our first wahoo, a nice four-footer. The Hawaiians call wahoo "ono", which means "good" and they know what they're talking about. It was a big fish and even with refrigeration we had to eat a lot of it to keep it from going bad. We had no sooner finished the wahoo when we caught a mahi-mahi about the same size. This was just too much fish, so as the weather had calmed down a bit we set out to dry it.

Dried fish, to me, had never looked or sounded appetizing until someone showed us how to make fish jerky. This has the appearance and texture of beef jerky and only the slightest taste of fish. It will also keep at least a month without refrigeration if hung in a net bag in a well-ventilated place. It is easy to make. Just cut the fillet into strips about a quarter-of-an-inch thick and lay them on aluminum foil in the sun. If you have an oven rack, putting the fish on it over the foil speeds the process. Just turn them a couple

# INNOCENTS ABOARD

of times during the day and when they are dry that's it. One full day or two partial days in the tropic sun will do it. To make it even tastier soak the strips in your favorite marinade before drying. We use plain soy sauce.

**B**efore long we were back in the strong trades, close reaching along at six knots. After a couple of days the waves became real steep and we started falling sideways off the faces. The boat would drop about three feet and hit with a tremendous bang. As this happened every couple of minutes there was no sleeping. So we regretfully shortened sail until we were only going four knots and would slide down the wave instead of falling.

With the wind remaining strong and almost on the nose, Betty finally commented indignantly "Trade Winds? I'd trade these winds for any other!"

For days we had been anticipating sailing directly under the sun as we were going north faster than it was. On our 22nd day out Betty's two sights five minutes apart were  $87^{\circ}39'$  and  $87^{\circ}58'$ , the highest we've ever taken.

We have read a lot about the difficulty of taking high altitude sights; the main problem is knowing which way to point the sextant. Since we had been doing a lot of it, we knew which way we were from the sun. This, and a technique of plotting your position from intersecting circles based on sun sights a few minutes apart, worked out very nicely. But we never did get a sextant reading of  $90^{\circ}$  —



The guy who makes iron hose clamps ought to be sentenced to using them on his own boat.

hi . . . following the coast SW . . . current follows the coast SW from Cape Kumukahi". Obviously you don't want to make landfall on the island of Hawaii southwest of Cape Kumukahi. We had planned on and had enough easting to come in 25 miles east of the Cape and had no problem. Another boat coming in at about the same time was southwest of the Cape and beat into headwinds and currents for two days to go the last 50 miles. They were taking hourly fixes from their SatNav and plotting them on their chart. They had made at least two full circles before they rounded the Cape. At least with celestial navigation, your one or two daily fixes usually show forward progress, even if only a little bit. If I had as much information as they did, it would have driven me nuts to see myself going backwards so near the end of a long passage.

**E**nough though the island of Hawaii is nearly 14,000 feet high and on a good day can be seen from a hundred miles away, when it is rainy and overcast you can't see it at all. Finally we got a fix on Cape Kumukahi light and headed for Hilo. By closing with

the coast we could see an occasional light on shore and the loom of Hilo. We arrived off Hilo about midnight, and even though we couldn't see the navigation lights in the rain we started on in. After all, we'd been there three times before and the bay is free of obstructions.

**A**s we went rushing in through the rain, the depth sounder found the bottom, the waves started steepening, and we still couldn't positively identify any lights or see the breakwater. We looked at each other and said simultaneously "This is dumb!" So for the first time in over three years of cruising and dozens of landfalls, we lay off for the night.

The next morning didn't have much better visibility and we didn't really see the island until we were only three miles out. But it looked good after 17 months away, and as we have for the past two years considered Hawaii "home" even though most of the time we hadn't been there, it looked even better.

Well, we're back. Re-entering the "real world" of jobs, cars, bank accounts, clothes, watches, and responsibilities. But not all the way back. We will continue to live aboard Dove, sail her to the other islands when we can, and at least keep one foot in the salt water.

Tradewinds?  
I'd trade  
these for  
any other.

sun directly overhead — as the next day was overcast.

**T**he Coast Pilot states that "The NE trade winds seem to divide at Cape Kumuka-

— larry rodamer

# THE BOATER'S FRIEND

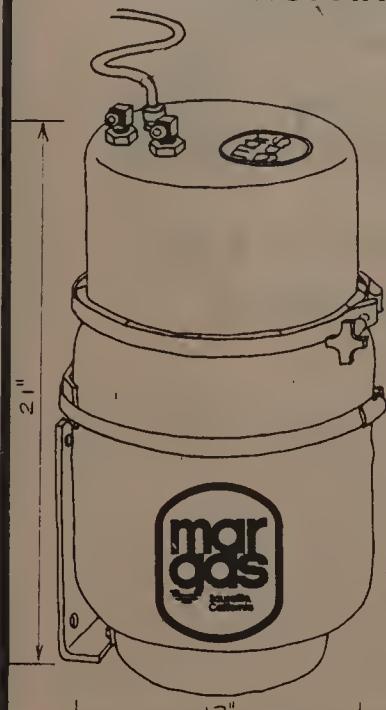
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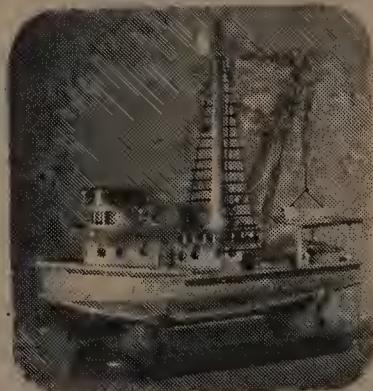
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# EQUATORIAL CHALLENGER

"Where is the rest of your crew?", the man on the huge customs boat asked me as I stood on the deck of *Nord IV*, which bounced on her anchor line between quarantine buoys in Darwin, Australia. I slipped under the deck to return seconds later holding Cardinal Virtue — my crew, companion and closest soul — high above my head.

"Welcome to Australia, Andy. Glad to sayahare," he said in slang.

"Thank you," I answered, wondering where he might have got a copy of *Latitude 38* to read about me. Soon there was a thundering herd across the decks of my little boat: Customs, Quarantine, Immigration — only God knows who else jumped into *Nord's* cockpit with a cloud of papers.

"We made it," I whispered to Cardinal Virtue, who purring like a bulldozer, placed himself on the spotless slacks of one of the Customs officers. "We made it in 68 days, and those days weren't too bad — at least on you, Tabby."

"Sixty ait dajs?" another official asked, putting the figure on the first page of his papers. "What did you say was your last port of call?"

Well as you readers probably know, *Nord's* last port of call was San Francisco, which I'd left one nice morning in May. My non-stop destination of remote Darwin was ambitious and crazy perhaps, and I was probably the first boat to do this. But I will probably will not be the last. To sail a long distance non-stop, from one continent to another, has attracted people for a long

Imagine such a sail with no dried salmon, no caviar, no SatNav, no Johnny Paycheck tapes, no anti-fouling paint.

time. Even while I was out I had a competitor rowing from San Francisco to Australia!

Who tried such a long solo sailing voyage first? I'm sorry to say, but hardly anybody remembers. It was almost 100 years ago when the experienced mariner Bernard

ALL PHOTOS FOR LATITUDE 38  
BY ANDREW

Gilboy decided to sail his tiny 20-ft *Pacific* across the Pacific Ocean non-stop to Australia — from San Francisco, of course.

Imagine attempting such a sail 100 years

Hello comrades back in Northern California!

ago in what was almost an open dinghy. No dried salmon, no canned caviar, no SatNav, no antifouling paint, no Johnny Paycheck tapes, no digital depthsounder. Little wonder Ericson 30+ *Nord* soon passed the shadow of Gilboy, running like a bullet with the wind. Unlike my modern boat the tiny *Pacific* could never cover 170 miles in 24 hours, and unlike me with my Star Trek electronics he could never get his position to



# EQUATORIAL CHALLENGER

within a tenth of a mile.

**B**ut like Gilboy, Cardinal Virtue and I have been out here alone on the ocean. After several ships passed without answering my channel 16 calls in Japanese, Russian, and English languages, after seeing just a couple of airplane contrails in the sky, after these I realize there are only two actors on the stage of the Pacific. "We", meaning the boat, the cat, and I, and "they", meaning the ocean, the sky, and the wind.

It was on a dark night in streams of tropical rain that Nord passed the Equator. I knew only because my Star Track reported it down to a fraction of a mile. Although this was my first crossing singlehanded, I had sailed across the Equator before so no special celebration was necessary. But it was different for my "virgin" cat. In honor of his crossing, he was first nailed to the mast and then keel-hauled several times in good fun before I renamed him "Nonpareil". (No, members of San Francisco Chapter of Society Against Cruelty to Animals, this is only a joke, please don't make another protest and try and stop me again from taking my veteran ocean sailing cat on another voyage).

Before crossing the Equator the Pacific had seemed rather void of life, but once across that imaginary line it exploded with endless amounts of animals. Soon Nord IV

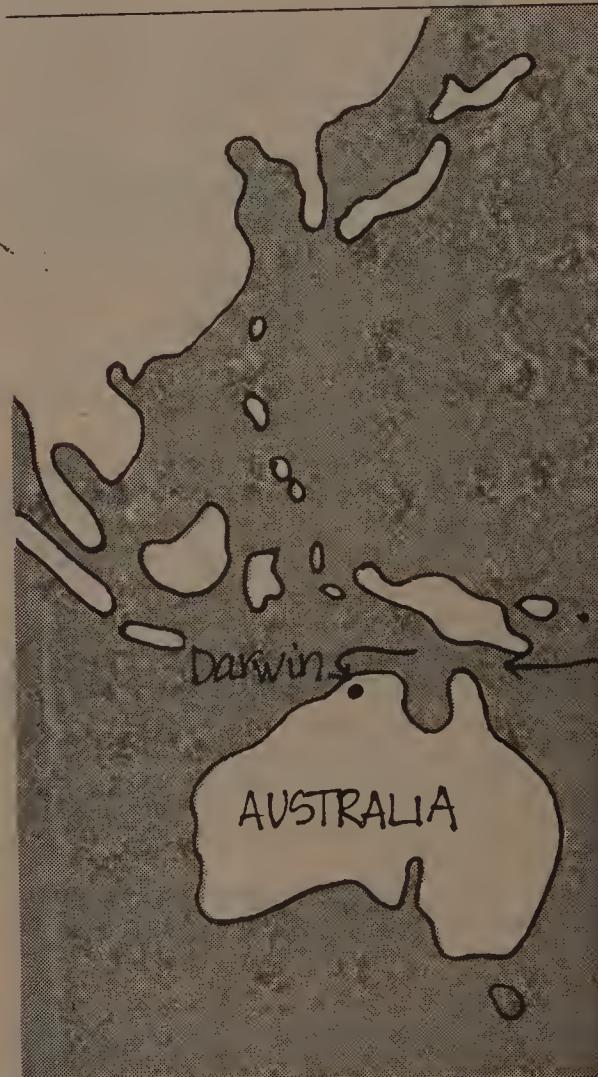
Nav antenna, flying fish diving on the decks, and squid painting the cockpit black!

Not just once did a herd of whales block my path to Australia. I checked the paragraph on right-of-way rules and there was nothing about whales! Rules regarding powerboats, sailing boats, but nothing about self-propelled mammals. A little ashamed, I finally gave them right of way. (Do I believe they attack sailboats? Yes, I believe (of course I believe almost everything) they do, but nowhere near as often as has been reported in recent years, the years of "whale madness".

**M**y wind has been steady, and I was only stopped for 20 hours in the infamous equatorial calms. But it rained a lot and I was able to collect so much water I arrived in Darwin with one tank completely full!

Although the sun in this region was hard on me, it was appreciated by my Arco solar panels which produced endless amphere hours of electricity. The hot sun — 110 degrees at mid-day and 100 degrees at midnight — proved to be the hardest part of the voyage for me.

My real peak, the climax of this leg, was the Torres Straits, a needle's eye surrounded



and having to be funneled through the treacherous straits. How will this place be, I wondered, where Bardiaux cut himself with a knife to make sure he stayed awake, where Erdman climbed to the top of his mast to check for reefs, where Johnson lost his boat?

Because of the dangers I prepared in every way possible for Torres. The sails, lines, anchors, and navigational equipment all stood in ready. I drew up seven 'private' charts with emergency routes and shortcuts in case of any eventuality. I stood watch with my lifejacket on, ready to jettison the geniker if need be. Always I had one eye on the depthsounder and the other on the SatNav.



Two ocean veterans; Andrew and Cardinal Virtue.

In the course of 68 days on the ocean, you get some visitors, but not many.

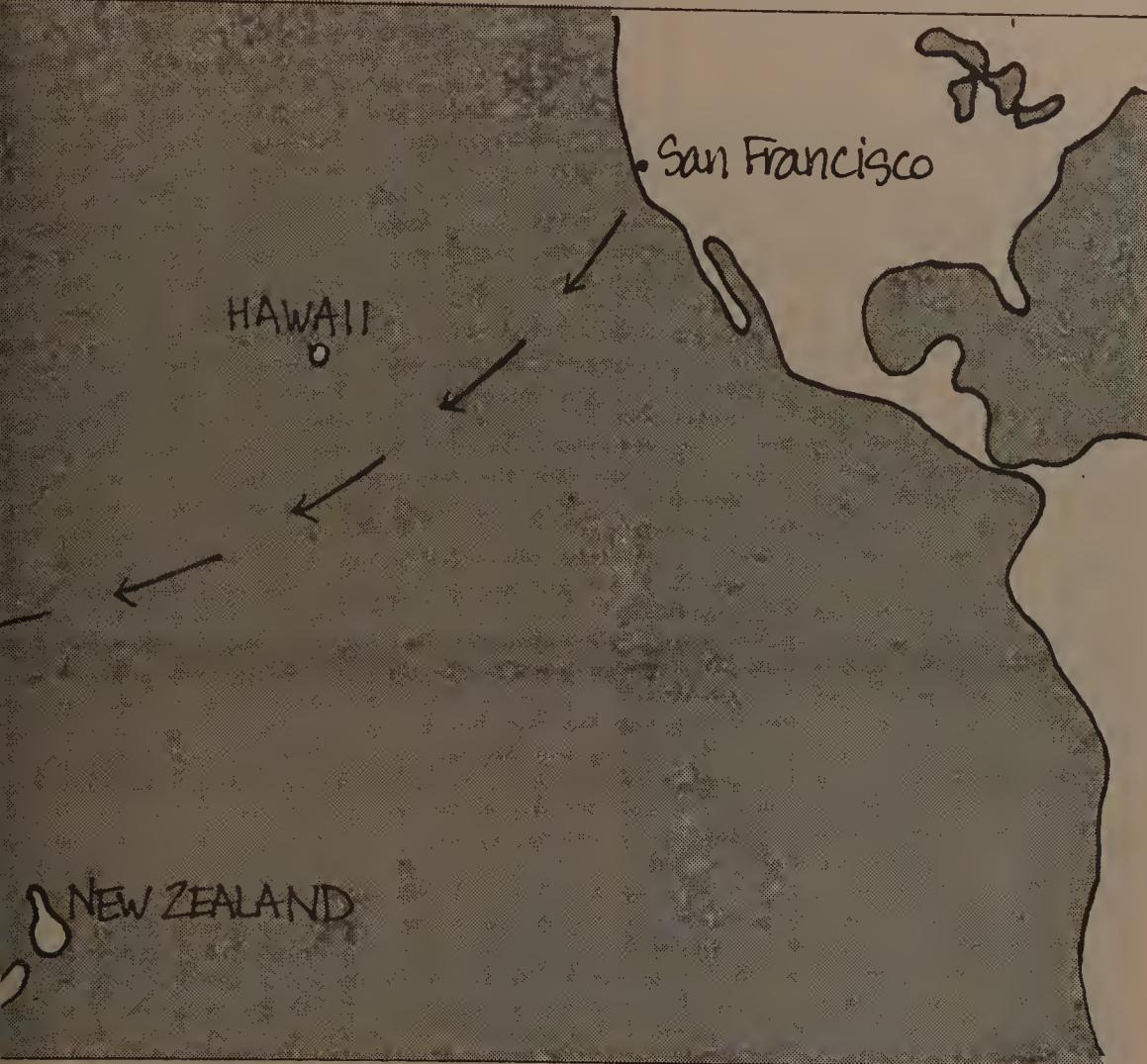
was the Noah's Ark of the Pacific Ocean: two striped fish under the bow, fat dolphins running on each side, birds sleeping on the Sat-

by reefs, wrecks, and shallows. "How will it look?" I asked myself many times, thinking of all the air masses trying to run to the west

**A**nd there in the first light of a round moon I first saw Torres' spreading jaws, the first land I'd seen in 49 days! "Let's go!" I shouted to no one, and pressed the button on my timer. As I passed island after island I crossed them out on my chart.

Because of strong winds the two previous nights, I've been awake on deck for two nights before entering the Straits. But believe me, sleeplessness was the last thing I felt during those great hours. No, first I felt excitement, secondly fear, and thirdly a pleasant kind of euphoria.

By the next morning the wind had in-



creased and I was sure I would have to douse the genniker. But the red and white bastard showed unbelievable moxie and scoffed at the wind and my fears. It was still early in the morning when Nord passed the Vigilant Channel and its reef with yet one more wreck, a small freighter standing clean, shiny, and seaworthy — but now a member of the Torres Cemetery. Sometimes I sailed so close to land I could count the nuts on the coconut trees, and sometimes there were only inches of water beneath my six-foot keel. But still we maintained good speed.

Passing island after island, reef after reef, there were waves of fear and waves of joy. My worst fear was after a terrible error when I was blinded by the sun and mistakenly took Twin Island for East Strait Island. But Poseidon saved my boat, putting an unexpected few more inches of water beneath my keel.

**A**fter Prince of Wales Channel under a full moon, then Harrison Rock, I was finally through the Strait and I once more pushed my timer. It read 23 hours and 54 minutes, having taken that long to pass these treacherous 150 miles of macabre dancing. Like a bag of potatoes I fell where I was standing, and my consciousness broke like a rot-

ten thread.

Next would be the Arafura Sea with its grass green water and sea snakes hissing at us. (Cardinal Virtue hissed back). This was an area of unmarked drilling platforms, of a dramatic call of Australian skipper with two



Although it may look benign, the land — and especially the reefs — of Torres Strait are treacherous.

passengers in an open liferaft, and of continuously strong winds and gorgeous sunsets. I was filled with great joy, joy that the 8,000-mile Pacific leg, the first of my 30,000, was now over.

Brave Bernard Gilboy never completed his voyage; his attempt to sail singlehanded non-stop to Australia ended after 100 days when his hands could no longer hold the sinking *Pacific*. He was rescued, just 50 miles from Australia. So I say Gilboy failed and I succeeded? No, no my friends. There will be no comparison, for I am always thinking about Slocum, Gerbault, Pidgeon, Gilboy and other great sailors who have passed through these waters a long, long time before me. They are the real heroes of the Pacific, they with their leaky wooden boats propelled by cotton canvas. My hope is that my voyage will help sailors remember these great heroes, because not enough people do.

**B**ecause of the fast sailing *Nord IV* arrived in Darwin after 68 days — some 22 days ahead of schedule! For that reason I will stay here two months instead of just one.

When I first step on land I am handed my first can of N.T. Draught. I must type all my stories, I must paint the bottom of my boat, I must finish my book about Hawaii, I must send a letter to all my sponsors, I must go to dentist, I must go to Sydney, I must repair my alcohol stove, I must replace halyard, I must fix the spinnaker boom . . .

But soon more and more Aussies surround me with more and more cans of N.T. Draught. Their faces are relaxed and care-free, "Enjoy your stay in Australia Andy", they say. Relax, have an N.T. Draught and

have a lot of fun. And so I do.

— andrew urbanczyk

[Editor's note: Andrew has departed Darwin, Australia, and is currently sailing the second leg of his solo circumnavigation to South Africa.]

# CHARTERING IN THE CARIBBEAN

When Ted and Christel Miller took a year off from their jobs in the spring of 1979 to go exploring, they had little idea they would end up running a charter business in the Virgin Islands. Through a series of circumstances, though, that's exactly what happened.

A unique twist to their business is that they now run the charter service for their Columbia 34, *Santih*, from Los Gatos, and offer a



Santih, cruising up the Sir Francis Drake Passage.

'barer than bare' boat package. Clients are not only on their own with the boat — they must also perform maintenance during the charter, returning the sloop "in as good or better condition than when they took delivery of it".

The Miller's enterprise started when Ted, a computer programmer for IBM, and Christel, office manager for the Winchester Mystery House, decided to go adventuring. They had done some coastal cruising out of San Francisco, but didn't consider themselves expert sailors. Their plan was to buy a boat in Fort Lauderdale, Florida, and sail the West Indies. They spent two months fixing up *Santih* — an expression meaning gratitude or thanks — and set off down the Bahama chain. After waiting out hurricanes David and Frederick, they continued south to the Turks and Caicos Islands.

The farther south they went, the less touristy they found the islands to be, and the people more friendly. They beat into the trades along "the thorny path" — the Dominican Republic's coast offered few good anchorages — and then further east to San Juan, which had more well placed ports

for overnight stopovers.

In St. Thomas, one of the United States Virgin Islands, they discovered the then booming charter boat business. The notion that they, too, might have to get involved entered their heads, although they continued on south through the Leeward and



The streets of Charlotte Amalie, St. Thomas.

Windward Islands.

After beating for months, they turned and sailed downwind back to St. Thomas. Contrary to most cruisers' preference for running with the wind, Ted and Christel actually preferred a good windward thrash! Of course, sailing in the warm Caribbean waters is considerably different than sailing north from San Francisco to Fort Bragg. (The Millers have done little 'cold water' sailing since their West Indies junket).

Back in the Virgin Islands, they found a young couple with experience in the charter business but without a boat. The two couples agreed to work together, so Ted and Christel returned to California while David and Jari Page served as skipper and mate on *Santih*. After a year, though, the skipper and crew were lured away to work on a 50-footer.

The Millers knew they would be hard pressed to find equal replacements, so they decided to try it on their own. They enlisted a friend living in St. Thomas to look after *Santih* when the boat was off charter, this in exchange for his being able to use it when not chartered. By placing ads in Northern California, the Millers began getting prospec-

tive clients. Those who qualified after the interview and reference check had to agree to perform maintenance on the boat while it was in their care. That includes things like replacing worn or broken hardware and lines, sail repairs, and varnishing. A \$500 security deposit was also required, a deposit that was refunded if the boat is returned shipshape. Ted reports these provisions haven't proved to be a hindrance to business at all.

Originally the Millers figured they would get relatively short term charters, maybe one or two months. To their surprise they've found people willing to go up to five and six months at a time. They currently have a six-month commitment in the works. They insist that only one party charter the boat at a time — they had an unpleasant experience early

The Customs office on St. John.



# FOR HERE TO VIRGINITY

on when someone sub-chartered the boat without prior permission.

**I**nurance is handled by an agent in St. Thomas, but the Millers run the charters as a California business. With a large depreciable asset, they find themselves in a favorable tax situation. They also take a very deductible trip to the Caribbean at least once a year, although at least half the time of which is spent doing heavy maintenance such as haul outs and engine overhaul: "We find working there is a delight," says Christel.

As for the virtues of chartering in the Caribbean, Ted and Christel can't say enough. Once you get the hang of dropping the hook, which takes a little practice, there are hundreds of calm anchorages with good holding ground. Extra insurance is needed if you go outside of the U.S. Virgin Islands.



Kristel and Ted in Los Gatos; their boat is 3,000 miles away.

There are numerous books to help you choose an itinerary. Steady trade winds ranging between 10 and 25 knots provide plenty of power: Ted has a detailed log of his adventures, which he'll gladly share with anyone interested. He adds that the best seasons are spring and fall, although summer and winter aren't bad alternatives, especially when it's cold and rainy in San Francisco.

**A**s for danger from drug runners and pirates, which have been known to frequent these waters, Ted says he never had any problems himself. There was one time near Nassau when he had his doubts, however. Two men in a dinghy approached Santih. They were waving frantically as if they needed help. Ted could see their anchored fishing boat off in the distance. Human nature made him want to be of help, but he wondered if it wasn't a trap. He threw them a line, saying he would tow them into port. The men quickly pulled themselves up and jumped onboard. Fortunately it turned out their engine had died three days earlier, and they had run out of food and water waiting for rescue. They thanked the Millers profusely while the latter heaved a sigh of relief.

Ted and Christel enjoy talking about their endeavor, and you can call them at (408) 353-4478 (home) or (408) 256-7769 (work).



LATITUDE 38/RICHARD

# ODCA/WBRA

## One Design Class Association

The One Design Class Association has been in existence over seven years, with 30 classes this year and over 400 boats, ranging in size from the Rhodes 19 to the Islander 36. Class sizes vary from a required minimum of five to the popular J/24, which qualified an amazing 31 entries for the summer.

For a class to receive provisional status, eight boats must sign up and at least six race the season. Five classes were added this year: Islander Bahama, J/29 and J/30, Moore 24, Newport 28 and Olson 30. Each ODCA class controls its own membership, dinners and awards presentation. Courses are in four areas — Olympic Circle, Treasure Island, City Front, and Knox Buoy. Racing begins the first weekend in May until mid-September.

At the ODCA October meeting 1984 officers were chosen and a new race schedule proposed. To raise the quality of ODCA racing, it was suggested to spread the fleets out and increase race committee participation. With so many boats in the association, starts have been known to continue for hours, a drain on the small race committee. At their January meeting new officers Ed English, president, Jack Airs, vice president, and Gary Manners, secretary/treasurer, will finalize next season's plans.

## Wooden Boat Racing Association

This is the first year the Wooden Boat Racing Association has raced as a chartered association under YRA. The five classes race as one-designs but are not affiliated with ODCA, as they had been in previous years. The Bears, Birds, IOD's, Knarrs, and Folkboats wanted more races and found that working on a smaller scale helped them plan better and more frequent races. With more attention to social events and double the amount of races they had as part of ODCA, the 65-boat organization feels it's been successful.

Their season began in April, featuring 20 heats on 12 race days, and finished October 2nd. Half the courses were at the City Front, the others at Knox Buoy and Olympic Circle. Tom Allen, president of WBRA, looks forward to the second season of WBRA one-design racing.

### SANTANA 35 "Fast Friends"



EVAN DAILEY  
SAN FRANCISCO YC

Evan Dailey's four seasons racing with the YRA One-Design Class have been successful ones. He won the Santana class last year and previously raced a Tartan 10, also winning its class championship. He moved to the Santana 35 to race *Fast Friends* in the stiffer competition and larger fleet.

Evan's boat is fast and crewed by friends: Mike Green, Steve Green, Nick Bates, Ben Ballard, Johan Amelin, and Ray Lent. They grew up in Marin and have sailed with each other for 15 years. "We're all amateurs," he says, "but it's nice to compete with those who take it more seriously." He finds his crew a dedicated one and attributes their success to preparation and their desire "to go out and win".

Evan, an insurance broker in San Francisco, bought *Fast Friends* two years ago. He won the 1982 Nationals in the four-year old boat and placed third this year as a result of a breakdown which caused them a DNF.

*Fast Friends* toughest competition among the 18 boats that qualified were Fred Doster and Dave Wood's *Take Five* in second and Tom Dandurand's *Spitfire*, third.

### J/24

#### "Frick n Frack"



BILL CLAUSSEN (above)  
JIM LINDSEY  
RICHMOND YC

For the third year in a row, *Frick N Frack*, driven by Bill Claussen and Jim Lindsey, won the J/24 class, the largest fleet in ODCA. Their boat is one of the two original J/24's on the Bay. Fellow J/24 racer, Connie Bock, owns the other. After crewing for her in the North American's, Bill and Jim came to really enjoy the boat. It was then that Connie gave them the names, Frick, for Bill, and Frack, for Jim, after two clowns in the old Ice Follies.

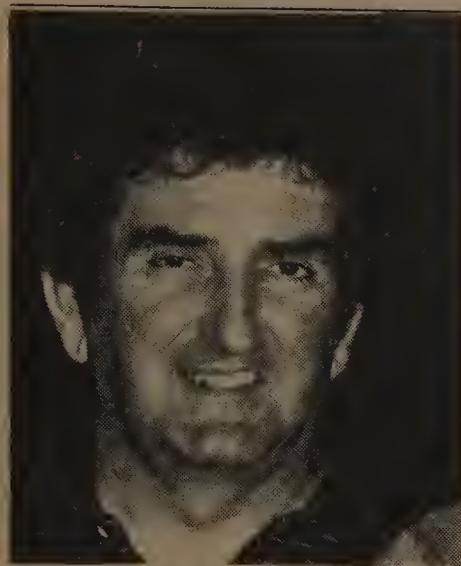
The pair raced against each other in Santana 22's, consistently placing first and second. When Bill decided that a J/24 would be a neat challenge in the big ODCA class, he suggested it to Jim, who, without a moment's hesitation said 'sure'.

Crew members included Howard Canfield, Willie Oswald, Warren Moore, Peggy Patrick, Mike Alexander, Steve Bates, and Jim's wife Sally, Bill's wife Kelly, and sons Jimmy and Jeff in the family spot. Harry Allen's *Darvon* was their toughest competition among the 31 qualifying boats. Tom Montoya and Glenn Miller in *Toad* finished third.

Bill, a dentist in Oakland, says that winning is a combination of everything — good driving, crew work, and experience. *Frick N Frack's* sails were getting worn toward the end of the season, but there'll be new ones next year when they defend their title.

# SEASON CHAMPIONS

**ISLANDER 36**  
"Williwa"



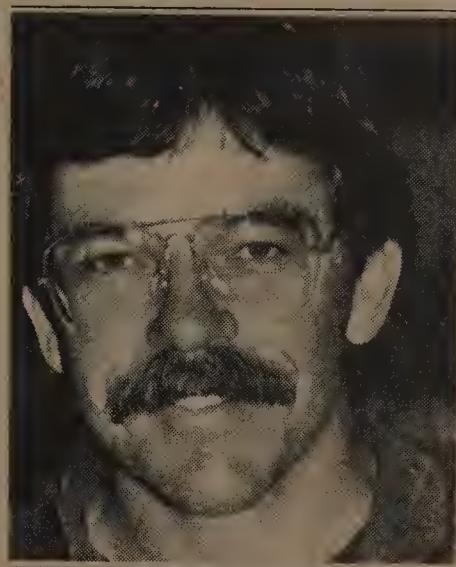
**RICH FORDIANI**  
RICHMOND YC

This is the first time Rich Fordiani has won the tough Islander 36 class. Last year he was second. He had worked out a good point lead by midseason, but Russ Schneider on *Absolute* closed the gap near the end to end up second among the 15 boats that qualified.

Rich, who is in commercial real estate, had a dedicated crew including Dee Cone, Howard Young, Tom Brown, Bob Henry, Bill Badley, Stu Evens, Ben Choate, Gary Tolman, and Rich's son John. Each made a commitment to attend every race, and they also came to practice every other week. The practices involved "creating as many fire drills as I could think of to keep us on our toes," says Rich.

Having risen to the top of the I36 fleet, Rich is now being asked frequently if he'll follow former I36 skippers such as Dave Fenix, Monroe Wingate and Chuck Winton into the IOR ranks. "Actually, I may take a sabbatical from sailing next year!" he replies.

**RANGER 23**  
"Twisted"



**DON WIENEKE**  
SAUSALITO YC

With perennial fleet champions Fred Paxton and Chris Penn taking a year off, Don Wieneke grabbed the opportunity to top the popular Ranger 23 fleet, which qualified a hefty 19 boats for the season. The toughest competition came from two other regulars, Robin Klaus' *Red Breast* and Gary Manner's *Alchemy*. While *Twisted* ended up with a healthy lead by the end of the season, Don says the top seven boats were extremely tough all the way through.

*Twisted*'s success came from teamwork. Regulars were Don Nichols, John White and Peter Sahmel. This was their second year together in YRA and Don, who sells advertising for TV, says that everyone knowing their job made a huge difference. "While other boats were sailing with different crew all the time, we were able to concentrate on other stuff, like where to go and trimming for speed," he says. While Don's job was to steer, he notes that others weren't bashful about grabbing the helm. During one spinnaker wipeout he found himself on the lee side under a lot of water. A crewmember reached down for him and the tiller, but ended up pulling the latter!

When not fleet racing, Don likes to go sailing with his wife Cynthia and their three Whippet dogs, Veronica, Duke and Tandem. They are racers, too, and probably fast. Don and Cynthia recently won Marin YC's Invitational race.

**NEWPORT 30**  
"Top Gallant"



**FRANK HINMAN**  
SAN FRANCISCO YC

After winning the Triton Nationals three times and the YRA class last year, Dr. Frank Hinman wanted to continue his winning streak, but this year he did it in the Newport 30. He had done so well in his Triton, *The Gallant*, so to keep with the winning name, he labeled his Newport 30 *Top Gallant*. He bought the boat from Jim Lindsey and says "It doesn't hurt to get the boat from someone who knew what he was doing."

Frank took his winning Triton crew with him and added an extra for the larger Newport. They include Harry Humphrey, Phil Fleishman, John Hale, Charles McBurney, and Malcolm McVickar. Bob Marshall's *Roquefort* and Andy Hall's *Danville Express* provided stiff competition, but "skillful skippering", Frank jokes, and good crew work helped *Top Gallant* come out ahead. He notes that they had their share of mistakes; in one race *Top Gallant* took off on a completely different course than the other boats in the fleet — the wrong course!

Hinman, a professor of urology at UCSF, still races his Triton on Lake Tahoe. He'll spend his time on the Bay in his Newport 30 and won't make modifications on the boat because, as he quotes Jim Lindsey, "if you're doing well, don't change anything."

# ODCA/WBRA

## CAL 27 "Sundance II"



LEIGH BRITE  
RICHMOND YC

Leigh Brite continued his winning streak by becoming the Cal 27 champion once again. He raced a Santana 22 previously and won two YRA championships, was a SYRA season champion, and placed third in his HDA class. He wanted a boat with a strong racing class that was also good for cruising and found the Cal 27 class "had the highest ratio of qualified entrants, with at least five boats in competition for top placing". Neil Ross' Summer finished second and a pending protest will decide third place between Gary Albright's Con Carino and Rod Sievers' Breezin'.

Leigh's crew included his wife Alice, Alan Achilles, and Lynn Harmon, who were also his Santana crew, and Vale Wright and Ed Fenolio, who sailed with him last year.

Leigh's been racing for 40 years and attributes his success to his experience on the Bay. Sundance II is one of the earliest Cal 27's made but is well prepared "and nothing ever breaks", according to Leigh. This fact along with excellent crew work helped to win the series.

Leigh, an electronics engineer who sold his company and is now managing real estate property he owns, is also chairman of the YRA program committee which schedules class races. He's had a lot of racing experience and is witness to the fact — "the more you race, the better you get".

## KNARRS "Benino"



TERRY ANDERLINI  
ST. FRANCIS YC

What attorney Terry Anderlini likes most about sailing the 30-ft Knarrs is that he doesn't need a crew of gorillas to get the boat around the course. In fact, he says, quickness and tactical know-how are much more important on these graceful sloops, which sail with only main and jib. Sail trim, for example, is critical and one inch in the wrong direction can stop the boat dead. Keeping track of the rest of the large fleet — the Knarrs qualified the WBRA high of 27 boats this year — is also important. Terry had help from his partner Jim Rea, and crew Charlie Osborne, Regan and Gin Anderlini (his wife and daughter) and Joanne Masoaka, to win his third season title. He also triumphed in 1975 and 1978.

Benino (Italian for 'pretty good') was built in 1961 and is one of the 20 or so wooden boats in the fleet that remain highly competitive. Fiberglass hulls are allowed, but they are built with the same weight distribution as the wooden versions, giving them no special advantage.

Anderlini's toughest foe was last year's champ, Dr. George Rygg in Huttetu. These two also share a passion for skiing, as do many others in the fleet. Every March they meet in Squaw Valley for a ski fest and the Knarr Ski Cup. Rygg usually wins that race, so it's only fair Terry should win on the water this year.

## ISLANDER 30 "Elmer Fudd"



BILL NORK / SUSAN JOHNSON  
SAUSALITO CRUISING CLUB

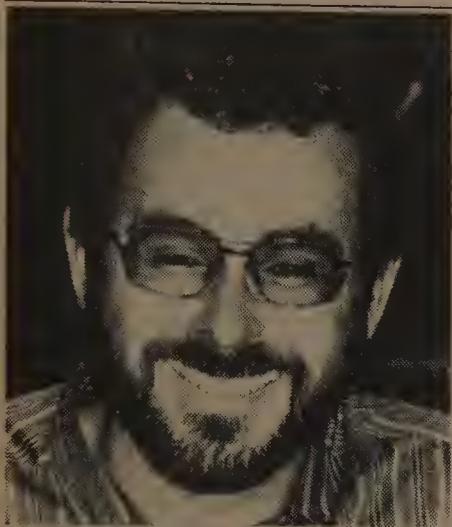
Bill Nork and Susan Johnson say they have a lot of fun on their Islander 30 Elmer Fudd, but they also do some serious racing. Last year they won in the non-spinnaker division and this year, now that they're used to the boat, they won flying a spinnaker with E. Fudd across it in big black letters. The twelve-year old boat that Bill had refurbished has the hailing port of 'San Francisco' on its stern and Bill and Susan enjoy calling for "woom at the mawk".

With new sails they found they could get extra speed, especially on downwind legs. Bill previously raced in a Coronado 25 but wanted to find a boat good for cruising and that they could race with a spinnaker. They cruise the Bay and Delta and find the Islander 30 an excellent combination boat. Bill sees the boats in the class as very evenly matched, which makes winning more a matter of strategy, tactics, and crew work. Crew members this season were Mike Whalen, Tim Whalen, Cookie Gilchrist, Steve Sanders, and Chris Watson. Elmer Fudd's toughest competition among the ten boats that qualified was Larry Telford's Antares who had swept the class championship the past five years, and this year was nosed out by Elmer Fudd by only one quarter of a point. Jay Bowen's Current Asset finished third.

Bill and Susan will certainly defend their title only next year they'll race as husband and wife — a February wedding is planned.

# SEASON CHAMPIONS

## CORONADO 25 "Juggler"



### LARRY RUSSO SAUSALITO CRUISING CLUB

Larry Russo has been sailing with his crew, the mother-daughter combination of Elaine Kozak and Terry Funk, for the past five years, and this is the second year in a row they've topped the Coronado 25 fleet. Larry, who works in the leather business, has been sailing YRA for 15 years. His main competition in the non-spinnaker class was Frank Lossy's *Our Boat*. Larry couldn't beat Lossy in the final race, but he managed to save his lead and win the title.

Besides *Juggler*, Russo owns a *Pelican*, a new Moore 24 called *Sweety*, and a windsurfer.

[As of the time we went to press it looked like *Juggler* won the Coronado 25 class. Frank Lossy and Bill Ries' *Our Boat* was second and Ernie Dickson's *Ventura* third. A protest is still pending, however, which may change the standings].

Due to space limitation we are unable to feature every class champion. These are the top three winners of the classes qualifying ten boats and under:

### ODCA

#### Ariel

1) *Sin Bin*, Wallace Graham, San Francisco YC; 2) *Jubilee*, Don Morrison, Richmond YC; 3) *Esperanza*, Tom Switalski, San Francisco YC. 9 qualified.

#### Cal 25

1) *Mahalo*, Frank Petrie, Cal SC; 2) *Cinabar*, Ed Shirk, Cal SC; 3) *Amistar*, John Speh, San Francisco YC. 7 qualified.

#### Cal 29

1) *Quente*, Dick Cardoza, Corinthian YC; 2) *Lara*, Rob Saylor, Oakland YC; 3) *Fantasy*, Doug Clark, Island YC. 7 qualified.

#### Cal 34

*Spinnaker* — 1) *Seis Amigos*, John Carberry, St. Francis YC; 2) *Perennials*, Dave Smith, St. Francis YC. *Non-Spinnaker* — 1) *Anne*, George Gazulis, San Francisco YC; 2) *Impetuous*, Mike Chambreau, Island YC. 7 qualified.

#### Catalina 27

1) *Catayst*, Ed Durbin, Richmond YC; 2) *Freyja*, Ray Nelson, Richmond YC; 3) *Latin Lass*, Bob Chapman, Cal SC. 7 qualified.

#### Challenger

1) *Osprey*, D. Bruce Darby, San Francisco YC; 2) *Shay*, Rich Stuart, Sausalito Cruising Club; 3) *Lorelei*, Don Volk, Aeolin YC. 6 qualified.

#### Columbia 29

1) *Goldie*, Ernie Rideout, Santa Cruz YC; 2) *Amara*, Lou Worthington, Berkeley YC; 3) *Vindalf*, Neil Church, Presidio YC. 3 qualified.

#### Ericson 27

1) *Tango II*, Terry Owen, Coyote Point YC; 2) *Angel Ann*, Don Herzer, Cal SC; 3) *Sojourn*, Bill Price, Berkeley YC. 5 qualified.

#### Excalibur 26

1) *Howlin' Owl*, Ray Mann, Tiburon YC; 2) *Merlin*, Paul Meyer, St. Francis YC; 3) *San Egal*, Phil Macafee, Sausalito Cruising Club. 6 qualified.

#### Gladiator

1) *Alerion*, Larry Olsen, Island YC; 2) *Cat's Paw*, Don Walder, Tiburon YC; 3) *Windjammer*, Fred and Scott Volker, Richmond YC. 5 qualified.

#### Golden Gate

1) *Sanderling*, Tom Anderson, San Francisco YC; 2) *Pajarita*, Rob McDonald, Corinthian YC; 3) *Kuulpo*, Chris Kraft, Sausalito Cruising Club. 7 qualified.

#### Hawkfarm

1) *Hotcakes*, Len Cheney, Richmond YC; 2) *Predator*, Paul Altman, Island YC; 3) *Osprey*, Bill Perrin, San Francisco YC. 9 qualified.

#### Islander 28

1) *Sagitta*, Fred Conta, Tiburon YC; 2) *Summertime*, Bruce Sams, San Francisco YC; 3) *Shanghai*, Ken Jesmore, San Francisco YC. *B Class* — 1) *Esprit*, Larry Walter, Sausalito YC. 8 qualified.

#### Islander Bahama

1) *Constellation*, John Super/John Lincoln, Sausalito Cruising Club; 2) *Navicula*, Ray Alvarez, Island YC; 3) *Artesian*, Ken Speer, Cal SC. 7 qualified.

#### J/29 & J/30

1) *Smokin' J*, Don Trask, St. Francis YC; 2) *Tone*, Nicholas Molnar, Richmond YC; 3) *Hot Lead*, Brad Wormood, Metropolitan YC. 7 qualified.

#### Moore 24

Tie for 1st) *Paramour*, Noel Wilson, Sausalito YC, and *Cookie Jar*, Irving Rubin, Berkeley YC; 2) *Gail Force*, Gail Kinstler, Richmond YC. 7 qualified.

#### Newport 28

1) *Slithy Tove*, Ryan Gaskin, Island YC; 2) *Esenboga*, Shirley Housley, Loch Lomond YC; 3) *Sophica II*, Fred Soderer, Sequoia YC. 7 qualified.

#### Olson 30

1) *Carina*, Tim and Liz Lane, Cal SC; 2) *Sea Fox*, Lou Fox/Jim DeWitt, Richmond YC; 3) *Quest*, Glenn Isaacson, San Francisco YC. 7 qualified.

#### Ranger 26

1) *Mischief*, Ed Towle, Island YC; 2) *My Toy*, Dave Adams, Presidio YC; 3) *Onager*, John Wales and Mike Creazzi, Sausalito YC. 9 qualified.

#### Thunderbird

1) *Crazy Jane*, Doug Carroll, Golden Gate YC; 2) *Bird of Paradise*, Rick McCamy, Berkeley YC; 3) *Lyric*, Jim Newport, Oakland YC. 5 qualified.

#### Triton

1) *Rascal II*, Ralph Beauregard, Richmond YC; 2) *Mintaka*, Gerry Brown, Palo Alto YC; 3) *Whitecap*, Al Poshusta, Sausalito YC. 9 qualified.

#### Tartan Ten

1) *Spartan*, Bob Potter, San Francisco YC; 2) *QE3*, Dick Bates, San Francisco YC; 3) *My Gypsy II*, William Burke and Jim Ranger, San Francisco YC. 6 qualified.

#### WBRA

##### Bear

*Smokey*, Steve Robertson, St. Francis YC; 2) *Bonnie*, Jim Craig, San Rafael YC; 3) *Trigger*, Scott Cauchois, San Francisco YC. 7 qualified.

##### Bird

1) *Teal*, Marin 'Skip' Matosich, Corinthian YC; 2) *Kookaburra*, James Van Dyke, Stockton SC; 3) *Protest* pending. 5 qualified.

##### Folkboat

1) *Folkdance*, Chuck Kaiser, Golden Gate YC; 2) *Folksong*, Mikey Waldear, Golden Gate YC; 3) *Volker*, Jerry Langkammerer, Golden Gate YC. 9 qualified.

##### IOD

1) *Quick Step*, George Degnan, Richmond YC; 2) *Undine*, Bob Grigsby, St. Francis YC; 3) *Whitecap*, Tom Allen, St. Francis YC. qualified.

The Handicap Division Association, which dates back to the early 1960's, had eight classes this year and 100 boats actively racing inside the Bay. The fleet runs the gamut from old — Jim Borger helped his father build the Lapworth designed Neja 25 years ago — to the brand new. There are two special classes, one for ultralight displacement boats and one for those wishing to race without spinnakers, an economical way to get into the racing scene.

The Yankee Cup is the season ending champion of champions series for HDA. Winners from the first and second half of the season and overall winners, if different, go head to head for three races. This year's Yankee Cup was held October 15-16 off Knox Buoy and featured extremely tight racing. Roy and Carol Falk's Express 27 Locomotion was the defending champ and was trying to equal computer maven Adam Osborne's back to back wins in the early 1970's. Locomotion led going into Sunday's finale, but was outsailed by Warren Yee's 44-ft Salty Tiger, which came out the winner. "We sailed pretty flawlessly," said Roy Falk, "but Salty Tiger sailed even better."

The order of finish for the rest of the Yankee Cup fleet was: 3) Merv Shenson's Cal 40 Panacea, 4) Confusion, 5) Neja, 6) Mike Mathiasen and Bill Pritchard's Killer Whale Dulcinea, 7) Storm Rider, 8) Frank Ballentine's K40 Zodiac, 9) John and Dave Demeter's Cal 33 Wavelength, 10) Val Clayton's IP40 Capt'n Neiji, 11) Richard Rockwell's HP 35 Wandering Star, 12) George Lawson's Cal 2-30 Good Time, 13) F.E. Buck's Farallon Clipper Ouessant, and 14) Can Can.

The 1984 HDA season starts in April and includes two day races to Vallejo and the Corinthian Yacht Club. Membership in the YRA (415 771-9500) and a PHRF certificate are all that's needed. Prospective members are more than welcome at the fall meeting on November 12th at the San Rafael Yacht Club for awards presentations, election of 1984 officers and a presentation by world class skipper Chris Corlett.

## L "Confusion"



RON STOUT  
RICHMOND YC

After four years of coming close, Ron Stout finally managed to win his HDA division. A mechanic for the City of Santa Rosa, he says he just tried to be consistent. He never went for spectacular finishes — they only won one race — and he worked at keeping the boat under control at all times, even if it meant switching to a smaller chute. This tactic paid off when larger boats spun out and Ron's Yamaha 24 just chugged on by. While the shorter waterline hurt against boats such as the Contessa 27 Stinger and the Cal 2-30 Good Times, it proved to be an asset on the City Front course when the fleet short tacked up the shore. "I love those races," says Ron.

Part of the reason for that may be his sailing home, the 32 acre Lake Ralphine in Santa Rosa. Ron learned to sail there on Lasers, Finns and catamarans, tacking frequently in wind shifts and to avoid running aground. His crew comes from Santa Rosa as well. They included Frank Hamlin, Bill Hood, Bob Dodson, Sandy Simon, Tom Dost, "and a host of others". They never practiced and Ron rarely had the same crew twice all season. Ron spent a lot of time setting up the boat with that in mind, making it easy for the others to step onboard and pull the right strings.

## K "Neja"



JIM BORGER  
DIABLO SAILING CLUB

This is the second HDA win in a row for Borger's Dasher sloop, a 1952 Lapworth design. Last year they won in HDA L with a 174 PHRF rating, but this year they dropped down to 171. Borger credits his win to his hard working crew and healthy doses of good fortune. Sailing with him were his son Jimmy Borger, Bud Smith, Ray Alessio, Paul Welch and Bill Phalon.

Neja's closest competition came from Greg Quilici's Antipodiste and F.E. Buck's Ouessant, a Farallone Clipper. Their bad luck — a broken mast for the former and three missed races for the latter — gave Neja the margin needed to win. So did races like the one in which the rest of the fleet kept falling into holes and Neja managed to tiptoe their way through unimpeded.

Borger, a manager for AT&T, had to miss a race himself due to the phone company strike on August 7th. By the end of the series, though, he says "all we had to do was not screw up". They didn't and took the title.

# SEASON CHAMPIONS

H  
“Locomotion”



ROY AND CAROL FALK  
SAUSALITO YC

After winning their HDA division last year, the Express 27 *Locomotion* and the other light displacement boats in the fleet were grouped into their own division. The end result was the same though — Roy, an information system manager for Pacific Telephone, and Carol, a school teacher, get the prize once again. Helping them were George Pedrick (the main driver), Kevin Friel, Bill Maritato and Frank Pedrick.

*Locomotion* had to earn its trophy. In the first half of the season they did very well, but lost four straight races in the second half to Gary Clifford's Express 27 *Light'n Up*. The series came down to the last race. The pair match raced before the start, with *Locomotion* coming out ahead. They held on throughout, even with having to send John Amen up the mast to retrieve a halyard. Back at the dock, Clifford greeted Roy with a bottle of champagne in celebration. "I hope I have the presence of mind to be so gracious when I lose," says Roy.

Next year the Express 27's plan to join the ODCA so they can sail one design. They hope to have 20 boats on the line for this year's midwinters.

N  
“Can Can”



BRUCE BLOCK  
SAN FRANCISCO YC

Built in 1972, Bruce Block's aluminum 23-ft *Can Can* is a Ray Richards design. It was intended to be a breakthrough 1/4 tonner, only it didn't measure in properly and ended up seriously undercanvassed. Block has taken that liability and turned it into an asset on the Bay. "Let it blow," he says. He got his wish and was able to take the title for the second time in as many years.

Crewing for Block, a San Francisco trophy manufacturer, were Jay Hooker, Scott McKay, Terry Ketler, Mike Brucker, Mary Jackson and Jo Brucker. "After racing together for five years," says Block, "we're getting our act down and eliminating mistakes."

*Can Can* has some trouble with the Hinckley Pilot 35 *Wandering Star* on a reach where the longer boat's waterline is faster. Two Bits, another 1/4 tonner also gives them problems, especially in light air. It blew almost every race this year, though, much to Block's delight.

J  
“Storm Rider”



GREG WARNER  
RICHMOND YC

"We did it by keeping our nose clean," says Greg Warner, president of a Walnut Creek mortgage company. By putting together a consistent string of thirds and fourths, Greg was able to benefit from the disqualification of fleet leader *Wavelength* in two races. (John and Dave Demeter, owners of the Cal 33 *Wavelength*, are appealing both of those decisions. If they win, the final standings would change.) Warner, who learned to sail on scows in the Midwest, says he consciously sails without taking big risks — he lost a season championship in HDA one year for going on the wrong side of a mark.

*Storm Rider*'s crew has been with the boat for two years and includes Bob Cunningham, Lee Tyree, Phil Horton, Carl King and Neil Heil. "We don't practice much," says Warner, "but we do get out early on the course. And I don't wear them out; we motor out to the starting line!" The owner supplies the beer and the crew takes care of sandwiches, except for two-day races when Warner supplies both.

M  
“Reachfar”



DICK HORN  
RICHMOND YC

High school teacher and yacht hardware salesman Dick Horn has had great success with his Cal 2-27 *Reachfar* over the past eight years. He won his class in ODCA from 1976-78 and then switched to HDA, winning in 1979 and 1980. In 1982 he dropped to second, but tied for the lead last year. This year he emerged on top once again, followed closely by *Anahita* and *Dulcinea*.

“We didn’t have boat speed on them,” says Horn, who teaches algebra and woodshop at San Ramon High School, “but we made fewer mistakes and picked the right way to go more often.”

*Reachfar*’s crew has tons of experience sailing together. Chuck Cornell has been with Horn for 15 years; Joel Salzberg for six years; Rolf Lei for five years. The newcomer this year was John Dannager.

Dick finds the Cal 2-27 is well suited for the Bay and easy to sail except when they put the big chute up. He uses *Reachfar* as a test platform for his hardware business. Next year he plans to try out a new self-tending 95 percent jib made of warp net dacron.

P  
“Showdown”

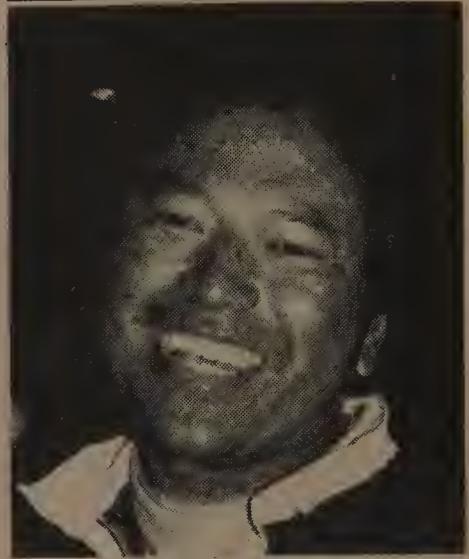


LARRY DAMON  
RICHMOND YC

Damon, an engineer at Bechtel, knew he’d have trouble fielding an experienced crew for this season’s racing. His friend Leigh Brite, an old buddy from their days of sailing Santana 22’s together, talked Larry into trying the non-spinnaker division of HDA. “He told me the only problem was the wide range of boats and ratings,” says Damon. The 30-ft *Showdown* has a PHRF number of 174 and their main competition came from the 40-ft *Capt’n Neill*, which sails with a rating of 93. Larry says the only way to beat the longer, faster boat was to camp on it at the start and stay there as long as possible.

Damon’s crew was new to racing this year. They included Bud Kelly, Andy Pangalena, Jeff McGee, Jeff Ward, Jordan Doby, Rick Gallo, Carol Sinay, and Larry’s son Stuart. With the HDA win under their belts and some spinnaker experience in other races, they figure they’re ready to go full on next year in another division.

F  
“Salty Tiger”



WARREN YEE  
CAL SAILING CLUB

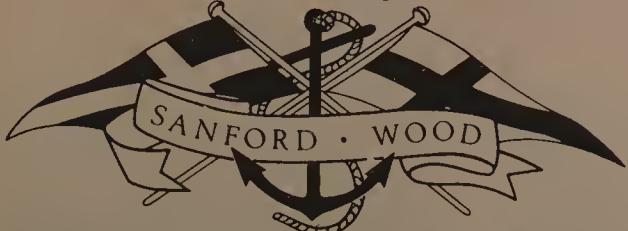
No matter how much the handicappers chop his rating, Warren Yee still manages to win. He was dropped to total of 12 seconds this year after winning in 1982, but the end result was the same. His secret was simple: whenever it blew over 15 knots, the heavy Derecktor 44 won; whenever it blew less than that, it didn’t. Most of the time, it blew. Next year Warren, an exporter, plans to return to HDA, but he also has his sights set for some of the bigger races, like TransPac, Clipper Cup and the Mexico Races.

*Salty Tiger* needs a big crew, and they included Regine Boysen, Howard Siu, Kingman Siu, Karen Scholer, Peter Chang, Tom Kuhn, Dana Anderson, Julian Zepeda, Tom Turness, Eric Nordholm, Terry Madden, Bo-shan Yee and Geoff Gosling. Warren says food ranges from the exotic to the international, but Pita pocket bread is always a winner — you can eat it with one hand and the food never falls out the bottom!

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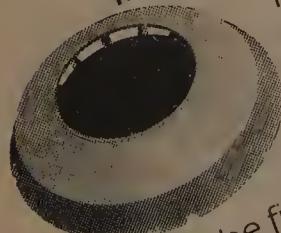
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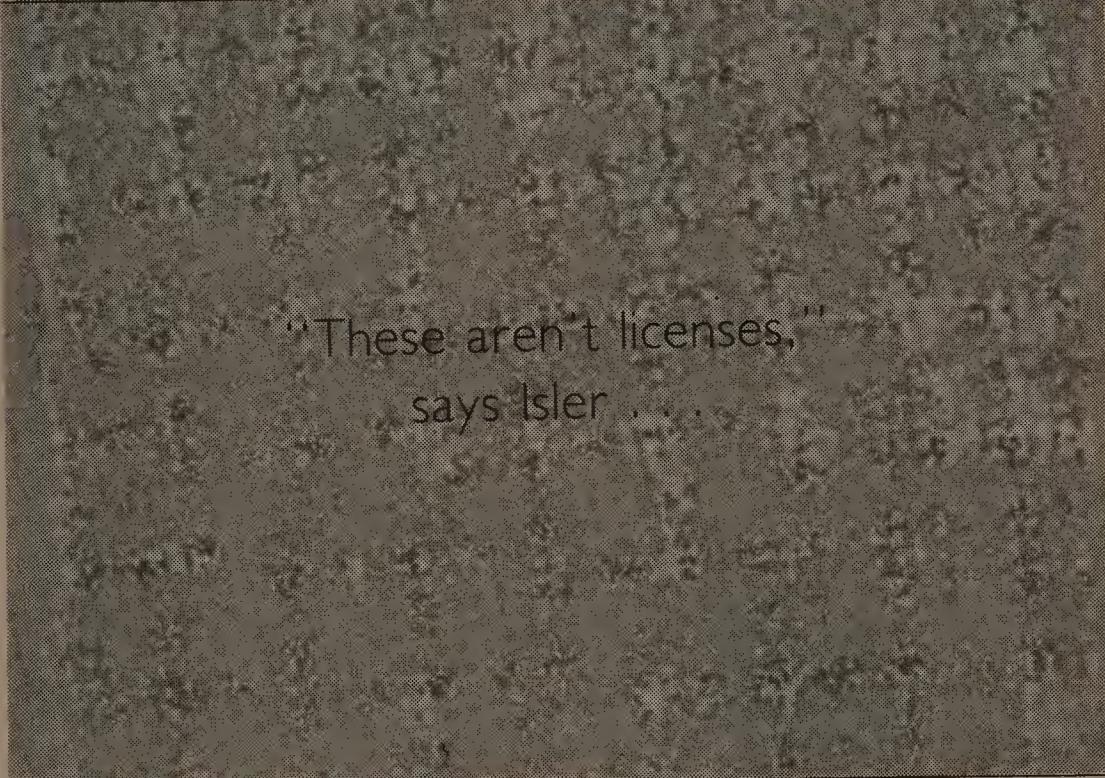
# WHAT IS

Perhaps you've seen the large, double page ads in the national sailing magazines for the American Sailing Association. "Twenty Million Sailors . . . One Million Boats . . . One Sailing Association!" read the bold headlines. We scratched our heads, and even after reading some of the accompanying text, we couldn't figure it out. The ad talked in terms of unifying "American sailors for the strength to support advancement of the sport . . ." and putting "you on course with an American sailing future that will make you proud . . ."

The bottom line of the ad was that if you

it's cracked up to be, but after talking with Peter Isler, the group's public relations director, we've got a better idea of what their intention is. Peter is a former All American sailor from Yale and now one of the most sought after sailors in the big boat circuit — he crewed on *Locura* in last spring's SORC and at the Admiral's Cup this summer in England and drove Bill Palmer's *Shenandoah* in the recent Big Boat Series. When not racing during the past several years, he's been an instructor and coach, helping many

thereby prove they are as capable as they say they are. Isler went on a fact-finding tour of Europe this spring and found that certification is an integral part of the sailing scene there, too. In Scandinavia, most sailors have a pass book which they take on cruises and present as evidence of ability when they go from one country to the other. In Finland, he found they had adopted the CYA standards. In West Germany, you need a license to sail, even to go out on a Windsurfer!



"These aren't licenses," says Isler . . .

paid \$25 for a year's membership, you would be entitled to take their certification tests and earn badges that would be proof of your sailing ability. By showing these certificates at ASA affiliated charter companies, you could theoretically bypass the check-out procedures. Not only that, you could get rental discounts, lower insurance rates, free catalogues of sailing services, and merchandise, a free newsletter, better terms for boat financing, travel discounts and other goodies.

We were skeptical, to say the least. A reader called up and commented that he thought the ASA was a big rip-off scheme to get people to pay for membership in a meaningless organization. (For \$250 you could become a lifetime member, and \$500 earned you the title of "Benefactor Member".)

We're still not sure the ASA is all that

Olympic hopefuls hone their sailing skills. Recently he moved from Connecticut to Southern California to be close to ASA headquarters.

Peter says that among the ASA's purposes are raising the basic level of ability of both recreational sailors and sailing instructors. In the United States there are few, if any, standards of sailing (the Red Cross sailing courses being an exception). In many other countries, however, there are. Canada, for example, has an extensive cruising standards program which is used by approximately 85% of the sailing schools there. They also have a national sailing organization, the Canadian Yachting Association, which oversees the certification of sailors and instructors according to these standards.

Once a student passes the CYA test for any one of several levels of ability, they are issued a stamp, which is affixed in their log book. They can present the book to charter organizations all over the country and

Being for the most part rugged individualists, Americans find it hard to accept this notion. Sailing (and boating in general) is one of the few unlicensed, relatively unrestricted freedoms we have left. However, when somebody showed his CYA certificates to Lenny Shaves, a Marina del Rey charter company owner, something made him think that perhaps the time had come for a similar system here in the States. Shaves rounded up a group of investors who thought likewise and got ASA off the ground in June of this year.

The ASA bought the rights to use the CYA standards program and so now, you too, can have your own log book. In it are places to affix the stickers that show you passed the test for basic sailing, basic and advanced coastal cruising, coastal navigator, celestial navigator and offshore, as well as the tests for instructing these various levels. Also included are descriptions of what each of these categories entails, cruising checklists for different size boats and other pertinent information, as well as a log to record your sailing activities.

"These aren't licenses," says Isler. "They're more of a thermometer of ability." His log book includes, among other entries, one for the Admiral's Cup and another for a cruise to the Channel Islands off Los Angeles.

ASA has already signed up 90 affiliated sailing schools and charter companies in the U.S. Eleven of them are here in the Bay Area, including the Cal Sailing Club, Capt'n George's, Cass' Rental Marina, Club Nautique, Olympic Circle Sailing Club, Peninsula Sailing School, Sail Tours, Sailing Unlimited, Spinnaker Sailing School, Stevens Navigation and Ocean Cruising School, and Horizons.

In calling a sample of these affiliates, we found a mixed reaction to the ASA program. Anthony Sandberg of Berkeley's Olympic Circle Sailing Club says he's had two people come with their Basic Coastal Cruising certificate, but neither of them could pass the OCSC check-out test in order to charter a boat. Sandberg notes that isn't so unusual, however. People from other parts of the country often have trouble sailing the Bay and even folks who've passed qualifying tests at other Bay Area sailing schools sometimes fail the OCSC version. Sandberg supports the goals of ASA, saying that some form of codifying sailing schools would be helpful. At present, there are about as many ideas as to what should be taught as there are sailing instructors. Sandberg feels it will take at least a couple of years before ASA can have a significant impact.

Over at Alameda's Club Nautique, Craig Shipley took the ASA instructor's clinic this summer and was favorably impressed. He admits he and the other teachers there were originally put off by "some guy coming up from Marina del Rey who was going to tell us about sailing on the Bay." He was pleasantly surprised to find, though, that the emphasis was not on that at all, but rather how to best teach people the basics of sailing no matter what body of water you were on.

The issue of whether the Bay Area companies would accept ASA certification as proof of the bearer's sailing ability remains unclear. George Cohoat of San Francisco's Capt'n George's says he doesn't care what badges you show or if you claim to have chartered a 45-footer in the Caribbean. He checks everyone with a test sail no matter what. At Club Nautique, though, director Brad Brown says they will recognize the Basic Coastal Cruising standard as proof that you can take out one of their boats. So will Sausalito's Cass' Marina. Cass' Lois Keating-Fisher says they're giving the ASA a one year trial and think it's a good idea. She's only afraid that some sleazy sailing school might offer the certificates for a price and not provide the training to make it authentic.

Lois added that Cass' instructors are qualified to give people the Basic Coastal Cruising standard test. She also notes that that classification may become one of the required portions of the so-called 'six-pack'

license issued by the Coast Guard. Currently you must have a year's worth of notarized sailing (365 days of at least eight hours a day) and pass a written exam to receive this license, which allows you to charge a fee for taking up to six passengers out sailing. Since people have been known to fudge on the year's worth of experience part, Lois says the license doesn't mean too much. If a practical test, such as the one for the Basic Coastal Cruising standard, were used instead, Lois says that would help. She says the ASA is

sailing and Isler said several ideas are being considered as to how to best accomplish this. He is working on another project now: a petition drive to get more sailing on TV. This would include both competitive sailing, like SORC and the Olympics, as well as recreational and educational sailing, such as spinnaker flying in Nassau, learning to boardsail or cruising the Galapagos Islands. Those who want to participate in the drive need to send a postcard to: Sailing On TV, ASA, 4676 Admiralty Way, Suite 226, Marina del Rey, CA 90292. Your name and address needs to be included. When the petition is

"They're more of a thermometer of ability."

negotiating with the Coast Guard on this matter.

complete, ASA will present it to the major networks.

The ASA is not the only group working on the idea of standardizing sailing instruction. In Washington, D.C., there's a group called the Association For Sailing (AFS) attempting the same thing. While the ASA is a regular business, AFS is non-profit. It is coordinating a program with two of its affiliate members, Jerry Woods Annapolis Sailing School in Maryland and Steve Colgate's Offshore Sailing School in New York. They have come up with a test for two levels of instruction, basic and cruising. The AFS program is not directed to the individual sailor, although Isler points out there would be indirect benefits as teaching standards are raised.

The ASA also has a non-profit arm, called the ASA Maritime Foundation, which was established at the same time as ASA. Its purpose is to contribute money to the sport of

This last project — the petition to put more sailing on TV — epitomizes the ASA as we see it now. Their stated intentions are noble, but we can't help wondering if they're not also building up their mailing list with those names and addresses. George Cohoat of Capt'n George's says he's been deluged with mail ever since he joined the ASA and he finds them pushy in their approach. To be fair, the inclusion of name and address might also be required to make the TV petition valid. What it boils down to is that we're not sure about ASA. We agree with their goals and we trust the people we've met who work for them. There remains, however, an uncertainty about whether or not we're ready to accept what they're offering.

The phone number for ASA in Marina del Rey is (213) 822-7171.

# THE RACING

This month we have reports on the **Masters Regatta**, the **Vallejo One-Two**, the **Wabbit Nationals**, the **Pacific Coast Singlehanded Collegiate Championships**, the **Nimitz Regatta**, a look at the **Olympics** and previews of the **Doublehanded TransPac**, the **Womens Racing Association** and **Aussie 18's**.

## RACES PAST

### Masters Regatta

For the third time in five years, San Francisco Bay harbor pilot Allen Clark of Richmond won the Masters Regatta for sailing's senior members. Held October 1-2 off the St. Francis Yacht Club in J24 sloops, this unique series requires that the skipper be at least 60 years old and the crew must be at least 50.

Clark, who used to race Stars and Snipes regularly, is a spry 65 years old. His crew included Austen Gibbon (57), Bob Hall (63), Jim DeWitt (51) and Don Trask (50). These four all learned to sail on Oakland's Lake Merritt and proved that time has not dampened their skill, enthusiasm, or memories. Snatches of conversations included such items as "I remember it was 50 years ago this month that we sailed our Stars on Lake Merritt . . ."

Final results, by skipper, were: 1) Allen Clark, 2) Roger Eldridge, 3) Vince Ladyne, 4) Charles Dole, 5) Jay Vincent, 6) Derek Baylis, and 7) Fred Smales.

### Vallejo One-Two

The October 1-2 Vallejo One-Two race, first sailed in 1981, featured a slow, singlehanded effort from Treasure Island to Vallejo and a speedy doublehanded return. Overall winner was Berkeley's Dave Halaby in his Catalina 30 *Mona Too*. Halaby also won the inaugural race in a Columbia 26 by the same name. "The 26 rated PHRF 228," he says, "and people complained that was too generous. The Catalina rates 180, so I guess there's no excuse this time!" His crew for the return trip was Andrew Stewart, who helps sail the boat regularly in Friday night series and midwinters.

Starting in light winds off Buoy #8 near Treasure Island, the fleet split with most heading west towards Angel Island. Halaby

and Ray Hutton in the North Coast 10.3 *Moody Blue* ran out of wind on the Olympic Circle, dropping way down in the 20-boat fleet. They recovered by the time they reached the San Rafael Bridge, but fighting the ebb tide became the biggest problem. "It was like a merry-go-round at Molate Point (in Richmond)," reports Hutton, a first-time entrant. "We'd stick our nose out and get swept back and then the next guy would do the same thing. It took me six tries to make it."

The wind filled in from the west by the time they reached the Brothers. Up the Vallejo channel it blew 20 knots, making for much excitement as the solo sailors tried to maneuver with their chutes up. First-to-finish honors went to Hutton, who squeaked out Bud Fraze in his Buccaneer 295 *Sea Fire*. The next day, however, Fraze got his revenge with a 3/100th's of a second corrected time win over Hutton after a beautiful

Bud Fraze was happy with his new hat.



RITA GARDNER



RITA GARDNER

spinnaker run down the Bay. It took the fleet about four hours to traverse the 22-mile course. Halaby played the ebb tide better than the rest and again won both his division and corrected out overall for the weekend.

Race Chairman Ants Uiga says the Vallejo appeals to those members of the sponsoring Singlehanded Sailing Society who aren't too keen about risking life and limb sailing alone out to the Farallones. He has planned another Bay race for January to be called "The Three Bridge Fiasco". Marks of the course will be the Golden Gate, Bay and San Rafael bridges, to be taken in any direction (all to port or all to starboard). That will be followed at Easter by the annual race out the Gate to the Farallons.

Results: **Singlehanded** — First-to-finish: Ray Hutton, *Moody Blue*, North Coast 10.3, Oakland YC, Division II (PHRF 170 and below): 1) Bud Fraze, *Sea Fire*, Buccaneer 295, Berkeley, 2) Don Lessley, *Freewind*, Cal 9.2, Novato. Division III (over PHRF 170): 1)



Drinks in hand, Greg Paxton, left, and Pat Vincent go into the drink.

Dave Halaby, **Mona Too**, Catalina 30, Berkeley; 2) Randy Waggoner, **Radical**, Custom, San Francisco. Doublehanded: First-to-finish, Ray Hutton. Division II: 1) Bud Fraze, 2) Ray Hutton. Division III: 1) Dave Halaby, 2) Bob Washburn, **Land's End**, Islander 32, Oakley.

### Wabbit Nationals

Sixteen Wabbits, those of the 24-ft, Tom Wylie design type, thumped their way around the course on the Berkeley Circle on October 8-9 for their second national championships. Repeating as runaway winner was the team of Gary Edwards, Greg Paxton and Pat Vincent, all from Richmond, in *One Wabbit Too*. Scoring straight bullets, this trio sailed flawlessly in the five-race, no throwout series.

Owner Edwards had wanted to sail his *One Wabbit*, the boat which won last year,

but modifications he had made to the hull were ruled in violation of one design class rules. Gary went out and bought another hull and put his old rig on it just before the racing started. He said their edge was sailing the boat hard all the time. Even with one of the lightest crews — they averaged 150 pounds each — they were competitive upwind in the 15 to 20 knot westerlies and had a distinct edge downhill. Edwards swung out on the trapeze while Paxton filled the middle slot and Vincent drove.

Second place went to Melinda Groen of Piedmont, who had sailmakers Kame Richards and Jim Warfield to help her out. Kame says the addition of trapezes transforms the long, light Wabbit into a high performance boat that was "a dream to sail".

Results: 1) **Wabbit Too**, Gary Edwards, Richmond — 1,1,1,1,1 for 3.75 pts.; 2) **Contingent**, Melinda Groen, Piedmont — 6,3,3,3,3 for 18 pts.; 3) **Wet Dream**, Warren Marshall/Lavonne Touryan, Tahoe Paradise —

8,4,6,4,2 for 24 pts.; 4) **Mr. McGregor**, John Groen, Piedmont — 4,9,2,5,6 for 26 pts.; 5) **Jack**, Craig Van Collie and Gary Eisenhart, Oakland — 2,2,4,10,11 for 29 pts.

### Nimitz Regatta

Named in honor of Fleet Admiral Chester W. Nimitz, this regatta dates back to the 1950's. The sponsoring Berkeley Yacht Club used to run both sailing and power boat races for the Nimitz trophies on the same day, but now these two events occur separately.

Much of the credit for this year's strong showing of 73 boats on October 1st (up from 39 last year) goes to race organizer Bobbi Tosse. She scheduled it for a date that would have few conflicting events. "I had to stand up and fight for it at the YRA scheduling meeting," she says. She also printed the height of the low tide the day of the race — a positive 3.1 feet — which meant that large boats that normally shy away from the shallow Berkeley Circle could participate. The result was 20 boats in Class A, including the Swede 55 *Temptress*.

The only non-cooperative element was the wind, at least for the first half of the race. A light northerly got the fleet halfway from the Berkeley starting line to Harding Rock, the first mark. The ebb tide got them the rest of the way, but when they turned the corner a huge traffic jam resulted. Eventual winner Otto Scheirer anchored his Folkboat *Galante* in 60 feet of water and waited along with everybody else. The early leaders had all gone north, looking for the old breeze to get them down to Blossom Rock. When the westerly filled in, however, tailenders and front runners got all mixed up. The third and final mark was one mile downwind of the finish and Tosse reports it took only 30 minutes for everyone to cross the line. "The guy on the whistle just kept blowing and blowing!" she says.

Scheirer, a custom cabinet maker from Mill Valley, was aided by crew Julia Gagwin and Robert Hogan. Theirs was the second

# THE RACING

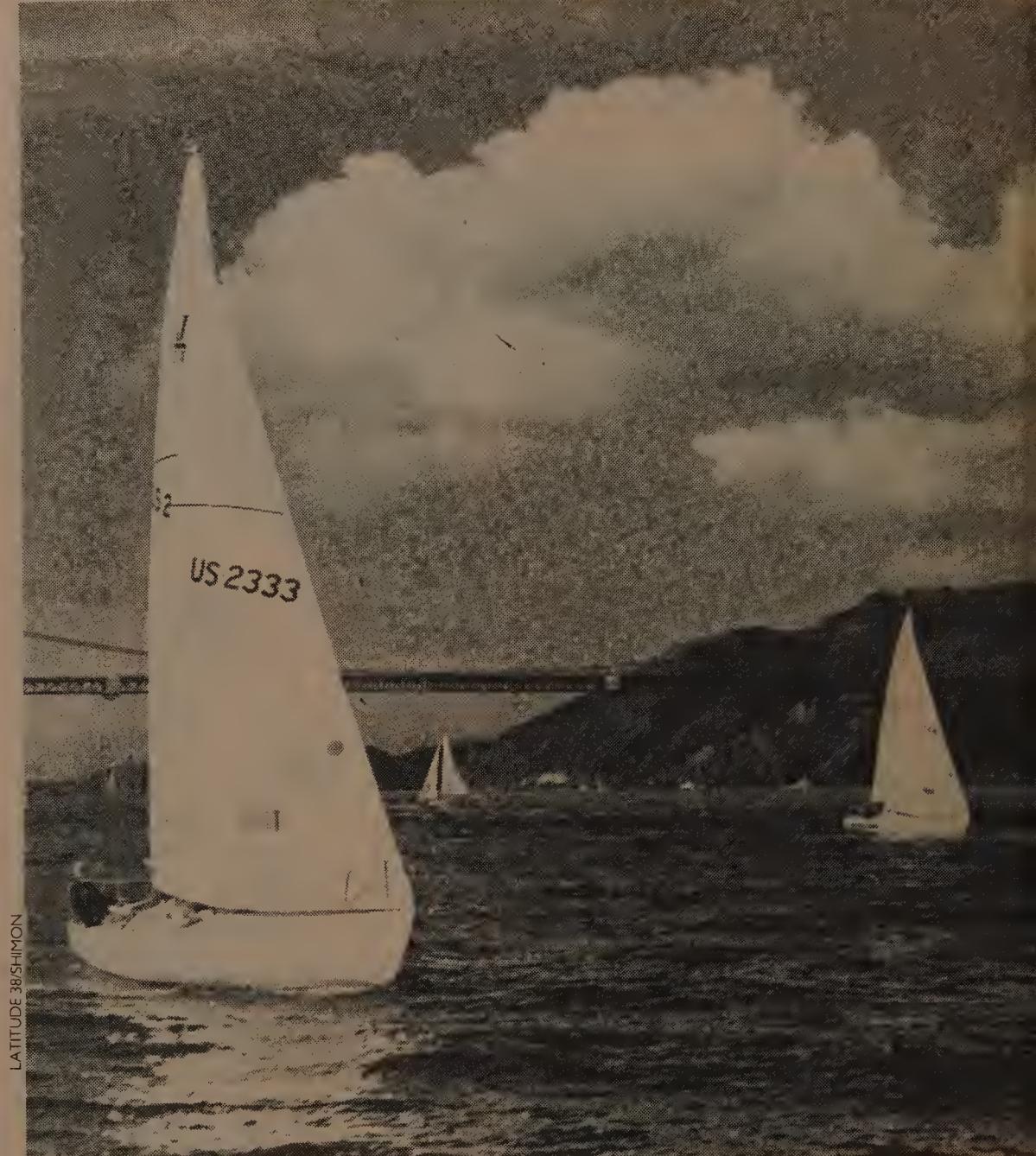
highest handicap in the fleet, with a PHRF of 252. They led Division D's sweep of the overall placings. First to finish *Temptress*, owned by Richmond's Jim Walton, placed 14th in Class A and 56th overall.

Results: **Division A:** 1) Wildfire, Ranger 37, Jon Clauser, BYC; 2) Esprit, Ranger 37, Fran McDonald, BYC; 3) Bloody Mary, Santa Cruz 27, Franz Klitzka, RYC. **Division B:** 1) Half Fast, Merit 25, Ron Landmann, IYC; 2) Phantom, J24, John Gulliford, Diablo SC; 3) Magic Jam-mies, Wavelength 24, Charles Witcher and Nick Rau, Folsom Lake. **Division C:** 1) Honcho II, Santana 27, Paul Rosenthal, BYC; 2) Summer, Cal 2-27, Neil Ross, RYC; 3) My Toy, Ranger 27, David Adams, PYC. **Division D (and Overall):** 1) Galante, Folkboat, Otto Scheirer, SYC; 2) Chocolate Ship, Newport 20, Robert Halen, IYC; 3) Rapid Transit Jr., Ranger 23, Suzanne Sylvester, IYC.

## Pacific Coast Singlehanded Collegiate Championships

The weekend of October 9 and 10 was a warm pleasant one for most at the Pacific Coast Singlehanded Collegiate Championships, but for the University of Hawaii sailing team it was freezing weather and water, forc-

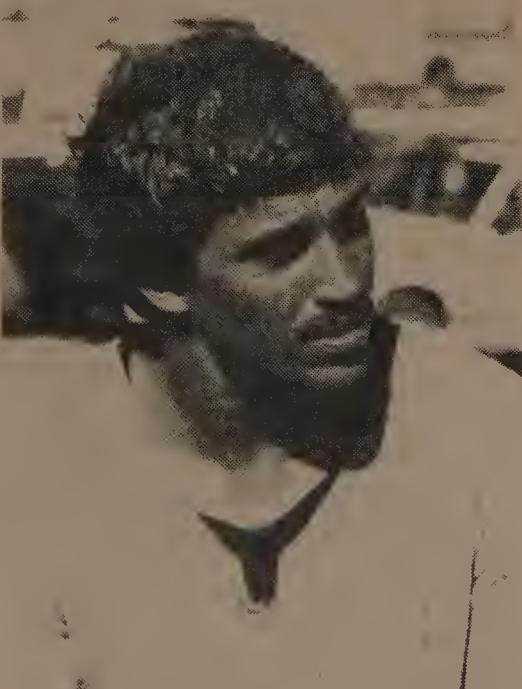
LATITUDE 38/JOANNE



ing them to share their one wetsuit between five team members. More acclimated to sailing on the Bay were the Californians, who took top honors. Matt Madruga, 22-year old physical therapy major from Long Beach State won easily with 35 points. UC Berkeley's Mike Sentovich finished second with 60 points and Cal Maritime's Gordon Clute was close behind with 63 points. Matt and Mike went on to the Nationals in Maine, and if they do well there, could be considered for All-American honors.

The championships consisted of 13 races, all in Lasers, sailed on the Berkeley Circle. Twenty-three competitors from 12 colleges and universities were involved: Berkeley, Cal Maritime, UC Santa Barbara, UC Santa Cruz, Long Beach State, Stanford, UC Irvine, San Francisco State, UCLA, USC, San Diego State and University of Hawaii.

With strong winds to contend with, Madruga found that Bay sailing "separates the men from the boys", an especially appropriate observation in the college age range. "Racing here requires combining all the variables," he said, "body strength, boat handling, and tactics in order to win."



Above, ghosting by the Gate under a picturesque sky. Below left, Matt Madruga.

Matt, who wants to go as far as he can in singlehanded sailing, is aiming for the gold in 1988. He will compete in the Pan American Games, the Laser Worlds, and then train for the Olympics in either the Finn or Tornado.

— joanne catz

## RACES FUTURE

### Aussie 18's

After several years of talking about racing on the Oakland Estuary, the local Aussie 18 fleet is finally going to do it. Starting on October 30th they will hold a series of races starting and finishing off at Alameda's Barge Inn restaurant in Mariner Square. A pair of races will be held that day, as well as on November 13th and 27th. Best five out of six wins. The Barge Inn and clothing manufacturer Stubbies will sponsor the event, according to fleet captain Pakhtun Shah, who can be reached at (415) 865-2305.



Up to seven boats are expected to race, including Jeff Madrigali on *Stubbies USA*, Pat Vincent on *Coors/Pad*, Dave Hulse on *Hulse/Chrisman* and Pakhtun Shah on *Nor-Cal Yachts*. They all hope to sharpen their skills in this series and another one planned for the spring so as to be better prepared the next time the Australians come for their annual summer invasion. An American skipper has yet to win a race against the Aussies on the Bay.

#### **Mariner Square Perpetual**

For those less serious about their racing, consider the November 12th Mariner Square Perpetual Cup. While most racing is burdened with complex rules, says the race announcement, the MSPC will offer more. "Any boat yelling 'mast a beam' or other such racy directions will be required to circle Alcatraz twice for attitude adjustment." Starting time is 10 a.m. southeast of Treasure Island. A modified "S" course will follow, with the finish anywhere within a quarter of a mile of the committee raft on the east side of Angel Island. Beer and barbecue will follow

for a slight fee. There will be a special division for Mariner Square boat brokers and other "renegade" groups are encouraged to join in. For more information, contact Sunshine Charters at 865-4447 or 540-7407 in the evenings.

#### **Women's Racing**

The newly formed Women's Racing Association (WRA) has put together their winter schedule. Racing will take place on January 22nd at the San Francisco Yacht Club, February 25th at the Ballena Bay Yacht Club, March 10th at the Golden Gate Yacht Club, and April 15th at Island Yacht Club. MacDonald Business Concepts of Orinda has donated a first place trophy and plaques for second and third. Any other businesses or private parties wishing to donate trophies can call Glenda Carroll at (415) 282-7912.

And don't forget the WRA get-together for prospective members at the Golden Gate Yacht Club on November 11th at 7 p.m. General admission is \$5, which can be credited to a one-year membership in WRA.

#### **Doublehanded TransPac**

For those of you who feel one is fine but two are sublime, consider the Doublehanded TransPac which will start with the crewed race to Kauai next July 8th. The two events will make up the Pacific Cup, formerly known as the Kauai TransPac. Gary Clifford, owner of the Express 27 *Light'n Up*, and his crew Jonathon Livingston are spearheading the drive to make the race happen and encourage other interested duos to call the Ballena Bay Yacht Club at 523-0612. You can also send \$10 for a race package to BBYC, 1124 Ballena Blvd., Alameda 94501. Jonathon, a veteran TransPac'er, says this won't be a "Jack and Jill", low-key type race, but one designed to test the pair's ability to get the most out of their boat. The course will be the same as for the crewed race, with the finish at Nawiliwili Bay.

## **OLYMPIC FEVER**

For athletes aiming at the 1984 Olympic Games in Los Angeles, the final stretch drive is about to begin. The sailing events in the Soling, Star, Flying Dutchman, 470, Finn and Windglider classes will be held off Long Beach next summer. Several Bay Area sailors are involved in trying to make the final berth for each of those classes. And it should come as no surprise that their campaigns require not only determination, skill and hard work, but also money. There's just no way around the fact that amateur sport requires lots of cash to be competitive at the Olympic level.

If you'd like to contribute to some of our local sailors' efforts, here's one way you can do it and earn yourself a tax-write off in the process. The San Francisco Bay Sailing Association (SFBSA) is a tax exempt, charitable organization that has been helping sailors compete on both a national and international level for several years. According to Larry Harris, secretary/treasurer of SFBSA, you can make a contribution and claim that amount as a donation on your tax report. Just write "SFBSA" on the check and send a letter saying you want it to go to the Olympic campaign. Address it to Larry Harris, 15 Broadmoor Drive, San Francisco 94132 or call him at (415) 271-8074.

Currently the SFBSA has three teams going for the gold. Paul Cayard and Ken Keefe are sailing together in the Star Class, while Craig Healy and Russ Silvestri are each competing in the singlehanded Finn dinghy class. Contributors could specify in their letters (but not on the check itself) one of these three; otherwise the money would be divided equally among them.

Cayard and Keefe spent the last year and a half sailing on the 12 meter *Defender* with skipper Tom Blackaller. They had planned to combine efforts in Stars, the two-man keelboat, afterwards depending on how well they did in the Olympic Trial qualifiers. They

# RACE SHEET

## CABO SAN LUCAS RACE

Here's the most current list available from the sponsoring Long Beach Yacht Club for the November 11th race from Los Angeles to Cabo San Lucas. This is the only Mexico race with separate divisions for IOR and PHRF and this year will mark a new format: Instead of going to Cabo and then on to La Paz, the fleet will finish at Cabo. The plan to round Guadalupe Island off Baja was scrapped when only Bill Lee, whose 68-ft *Merlin* won the race in 1977 and 1981, expressed interest in that course. Ole!

### IOR DIVISION

| Boat         | Type            | Owner/Charterer    |
|--------------|-----------------|--------------------|
| Anthem       | MacGregor 65    | Roger MacGregor    |
| Aleta        | Peterson 46     | Dr. Warren Hancock |
| Brisa        | Choate 48       | Dennis Choate      |
| Brooke Ann   | Nelson/Marek 41 | Larry Harvey       |
| Decision     | Contessa 35     | Paul Berger        |
| Elusive      | Choate 48       | Mark Vollmer       |
| Heat Wave    | Davidson 44     | Dick Pennington    |
| Kathmandu    | Santa Cruz 50   | John Landon        |
| Medicine Man | Peterson 42     | Bob Lane           |
| Mimi B       | Santa Cruz 40   | William Wilson     |
| Miramar      | Custom 79       | John Scripps       |
| Predacious   |                 | Arnie Nelson       |
| Rodeo Drive  |                 | Roger Chittum      |
| Saga         | Choate 40       | Baker/Berkus/Wilte |
| Salsa        | Nelson/Marek 68 | Leonard Nadler     |
| Shadow       | F3              | Richard Rogers     |
| Tribute II   | Soverel 55      | James Feuerstein   |
| Whistlewind  | Santa Cruz 50   | Mike Choppin       |
| Winterhawk   | Farr 55         | Harold Day         |
| Supernova    | Farr 68         | Stephen Pauley     |
| Tranquillity | Swan 51         | Max Lynn           |
|              | CF37            |                    |

### PHRF DIVISION

|                      |             |                     |
|----------------------|-------------|---------------------|
| Breakaway            |             | Dennis Hibdon       |
| Cantata              |             | W. Brook Difford    |
| Contrary to Ordinary |             | Richard Spindler    |
| Daisy Mae            |             | John Mark Lawrence  |
| Dalkai               |             | John Larson         |
| Gypsy Warrior        |             | Rick Gio            |
| Magician             |             | Mell Wills III      |
| Murphy's Law         |             | Mike Campbell       |
| Nereid               |             | Howard O'Daniels    |
| Peritus              |             | John Williamson Jr. |
| Skana                |             | Robert Overslet     |
| Sneaker              |             | Donaldson & Morris  |
| Whistler             |             | Elias & Daniels     |
|                      | Freya 39    |                     |
|                      |             |                     |
|                      | Freya 39    |                     |
|                      |             |                     |
|                      | Cal 40      |                     |
|                      | 45' Ketch   |                     |
|                      | Offshore 47 |                     |
|                      |             |                     |
|                      | CF37        |                     |
|                      | Soverel 55  |                     |

owners/sailors at 524-9655.

## ODDS & ENDS

The All Islander Regatta and the Cal 20 Champion of Champions race scheduled for October 1st both suffered severely from lack of wind and abundance of tide. Neither were able to run any conclusive races . . . The Metropolitan Yacht Club will sponsor a series of match races in Milli-Meter miniature 12 meters in November or early December as a fund raiser for the MYCO Junior sailing program. Call Roger Paine at 444-1831 for more information . . . The Merit 25 association has completed its first season of racing in SYRA and hopes to race one design in the MYCO midwinters if enough boats enter. Chris Kafitz would love to talk to prospective

Racing for older sailors seems to be catching on. In addition to the Masters Regatta we mentioned earlier, we now hear of the Jesse Carr trophy for the Pacific Coast Yachting Association has also adopted this format. Held on September 23-24 off Marina del Rey, this year's contest required that the skippers be 50 years and the crew 40 years or older. Four teams from the major West Coast areas took part, with San Francisco Bay's Jim DeWitt, 51, skippering his entry to second place behind San Diego's Gerry Driscoll, 50. The Bay Area guys won the cumulative age award, though, thanks to the longevity of their crew Vern Neff, 54, Jim Samuels, 51, and Jens Hansen, 59. Let's hear it for the grey foxes!

took a close third in the October 1-2 western region eliminations on the Berkeley Circle, guaranteeing themselves a spot at the Trials next spring. Two weeks later they won the Calvin Paige regatta off the St. Francis, beating past world champion and another top U.S. contender, Seattle's Bill Buchan, by ten points in a five-race series.

Keefe says he and Paul are still trying to get their feet on the ground after the America's Cup. They plan to get into high gear in January and estimate it will take \$35,000 to wage a meaningful campaign. That includes the Trials and a trip east for the spring championships in Nassau and the Bacardi Cup in Miami, as well as a possible trip to Europe for the world and European championships.

Craig Healy has been a steady performer in Finns for the past three years and has been the top American in the past two pre-Olympic regattas held each year in Long Beach. He has also just started a three year dental school program at the University of the Pacific and plans to continue his studies while sailing. "It's going to have to be a superhuman effort," he says. His budget calls for \$20,000, which also includes a trip to Europe in the spring for France's Hyeres Olympic Week and a new boat as well. Craig's support team consists of several Bay Area sailors, such as Bill Claussen, George Degnan, Bob Klein and George McMeans. The latter was part of Jim Coggan's Soling crew which took second in the 1980 Olympic Trials.

Silvestri is a veteran Laser sailor and has spent a summer in Europe competing in Finns. He is now in the process of obtaining a new boat and gearing up for a heavy sailing schedule in Los Angeles. John Bertrand, who won the 1980 Olympic Finn Trials, is also reportedly setting up training in Los Angeles, although he has not organized a funding program with SFBSA at this time.

Other San Francisco Bay sailors are involved in the Olympic hunt, and we plan to bring you more stories about their progress in the months to come.

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# CHANGES

This month featuring reports on the winter weather in Mexico; **Contrary to Ordinary** at Santa Cruz Island; **Paper Shuffling** in San Diego; **Bamboo** in Moorea; **Joshua** in San Diego; **Steppenwolf** in Sacramento; **Whoosh** at the French Consulate; **Magic Dragon** in Pago Pago; **Tolip** at Puerto Escondido; **Seafarer** leaving Redwood City; **The Trip** in Ventura; **Passage West** back in the Bay; and a rundown on the pleasant **Port of Ventura**.

## Hurricanes and Winter Cruising in Mexico

Is it safe to sail south to Mexico? Traditionally November 1 is considered the end of the hurricane season in Mexico. After that date most southbound cruisers feel confident they can head south and not encounter a hurricane.

But the question some cruisers are asking is whether or not tradition can be relied upon this year. Fresh in everyone's memory is what happened in Tahiti during their hurricane season this year. Apparently because of the much higher water temperatures associated with the El Nino effect, not only did an unheard of number of cyclones strike the region, but a number of them developed well after the end of the 'season'.

With warm water fish such as barracuda and billfish swimming off the Farallones and commercial fishermen up north chasing the bonita usually found off warmer San Diego, one can't help but wonder if El Nino isn't still in effect and if hurricanes won't be developing off Mexico right through November and into December.

Eugene Rasmussen at the Climate Analysis Center in Washington, D.C. reports that last year water temperatures off South America were 15 degrees higher than normal — a huge difference. This year he says the temperatures have been "abating" and returning to normal.

For a more localized picture, we contacted Ernest Daghir, an oceanographer at the National Weather Center in Redwood City. Checking records, he discovered that the water temperatures were normal in September of 1982, but somewhat higher in September of 1983. From Point Conception to Cape Mendocino, for example, the water temperature was .5 to 2.5 degrees centigrade above normal. Right around the Bay Area — it was 1 to 1.5 degrees centigrade above normal. Neither of these are really large differences, but they are "anomalous climatology".

But as you get farther south, the water

temperatures show greater disparities. From Point Conception to San Diego the water was 2.5 to 4 degrees centigrade higher this September, and off Baja it was 3 to 4 degrees centigrade higher than the norm. Although nothing compared to the 15 degrees higher that had been the case off South America, Daghir termed this difference "substantial".

Was substantial enough to change the amount of hurricanes this year? Checking the records, he discovered that there had been 19 hurricanes or tropical storms off Mexico during the 1982 season; with just ten days left in the 1983 season there had also been about 18 or 19. For now it looks like the water is still warmer than usual, but perhaps not enough to significantly effect the development and sustenance of hurricanes.

For a fuller picture of the weather pattern that might be anticipated off Mexico this winter, we called the Climate Analysis Center in Washington. Unfortunately all the big wigs were gone for a week to a major weather conference. A spokeswoman for the office did say with the ocean temperatures returning to normal, they do not expect any change in the normal weather patterns. But no promises.

So while it looks like it's probably safe to head down, we're going to be extra cautious this year and recommend that southbound cruisers keep up with the latest weather advisories.

**Update:** On October 19 Mazatlan was smashed by *Tico*, a vicious hurricane packing winds of 150 miles per hour. Reports are sketchy, but 25,000 were believed to have been left homeless and many of the waterfront tourist hotels badly damaged. Mazatlan has been hit by hurricanes before, and is well-known as a place not to be during the summer in Mexico.

Might *Tico* indicate we're in for an extended hurricane season? Doc Ross, resident and weatherman in Cabo San Lucas for 26 years, doesn't think so. He reports that the ocean water off Cabo had been quite warm

until just before *Tico* developed. It's now cooled considerably. Doc Ross also said that big hurricanes like *Tico* often mark the end of the season. Let's hope so.

— latitude 38

## Contrary to Ordinary — Freya 39 Willie Smothers & Paula Wegeforth Forney's Cove, Santa Cruz Island (Sausalito)

It doesn't get much better than this! A gentle breeze and the warm sun grace Forney's Cove at the southwest end of Santa Cruz Is-

# IN LATITUDES

WILLIE SMOTHERS



The light at the end of the tunnel; Painted Caves, Santa Cruz Island.

land. I've just boardsailed this popular anchorage and am happy to report Bay Area neighbors — *Unicorn* (Sausalito), *Zalophus* (Alameda), *Sea Pod* (San Francisco) and *Senta* (Tiburon). Some of these friendly cruisers are on the Mexico/Milk Run circuit, while others, like *Mistress* (Richmond YC), are just enjoying the fall weather in the Channel Islands.

Forney's Cove is an open, comfortable anchorage. The reefs offer excellent diving and we found it to be a boardsailing paradise with flat water and good wind. The rolling hills and a sweeping sand beach make for

good hiking also. (Obtain your landing permit in advance from the Nature Conservancy, 425 Bush Street, San Francisco 94108, (415) 989-3056). The western approach to the sheltered waters is marked by a potato patch off Fraser Point. But once behind the reef, there is good holding ground for one anchor in three to five fathoms on a sand bottom. This is reassuring as in strong westerly conditions the winds may sweep Forney's day and night.

For sailors skilled in bow and stern anchoring, Lady's Harbor is an intimate, pristine refuge. There are many fresh-water pools in two fern-lined canyons and a sand and rock beach. Caves and arches for dinghy exploration on calm mornings abound in this section of the north shore. With our inflatable/outboard combination, we visited 600-ft deep Painted Cove less than four miles west, snorkeled at Arch Rock, and then enjoyed a picnic lunch in a nearby tiny cove. All this before the afternoon westerlies set in.

A strenuous five-hour climb to the top of the island, 2434-ft Diablo Peak, can start on the western ridge of Lady's, while Baby's, adjacent to the east, has the best spring-fed pools for your Saturday night bath.

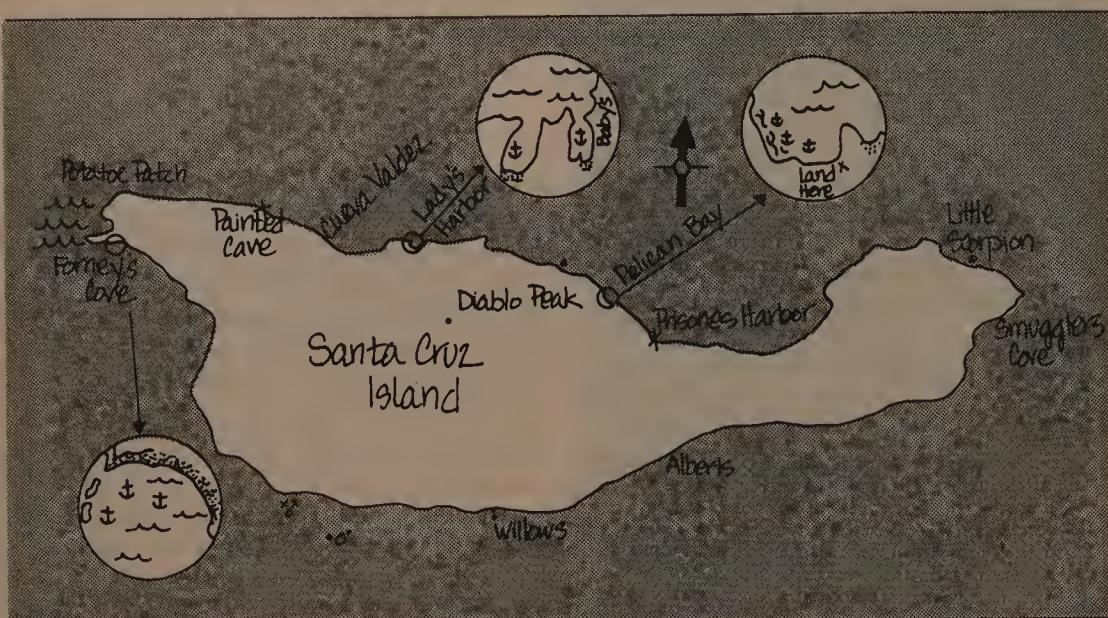
A thin layer of sand over rocks inshore cause holding problems with some stern anchors, so we slept better after burying the Danforth on the rocky beach (R.I.P.). We rode out the easterly remains of Hurricane Manuel here while boats were blown out of anchorages all over the island, including Pelican's, another favorite of ours.

Pelican Bay, called by some the queen of Santa Cruz Island anchorages, is a beautiful, semi-circular shelter offering possibly the quietest riding on the north side in strong westerly winds. The spacious cove is surrounded by high cliffs fringed with eucalyptus, oak and pine. Good holding can be had by anchoring bow-and-stern style in 35 feet of water over a firm sand bottom. Anchoring close under the west wall seems most popular.

To land you pull your dinghy up on the rocky ledge in the southeast corner and ascend the rock steps. We enjoyed hiking the ridges and valleys, boardsailing and diving the deep, clear water. A link with the cruising past is provided by a large oak tree overlooking the harbor initialed by a multitude of visitors over the years. This is a popular anchorage and, like Forney's Cove, has provided the setting for striking up new friendships and swapping sea stories.

Santa Cruz Island presents a prime cruising opportunity with something for everyone — excellent diving, fishing, hiking, surfing, boardsailing, exploring and warm fall weather. It's well worth a summer vacation cruise or a stop-over enroute to Mexico. In addition to the coves I've described, we also enjoyed Willow's, Albert's and Little Scorpion. We look forward to anchoring in seldom-visited Potatoe Bay and Orizaba Cove and the more popular Cueva Valdez.

# CHANGES



There are no all-weather anchorages on the island, and ever-changing wind and swell conditions — and the possibility of dangerous Santa Ana's — dictate that one always watches the weather and has an alternate plan ready to be employed on short notice. This done, just sit back and enjoy yourself.

The wind is freshening and there's just time for some screaming reaches on the wind surfer before I saute fresh abalone for dinner. I wish you were joining us, because with clean air, clear water, and good companions, it doesn't get much better.

— willie and paula

A few favorites at a fine island.

get a customs clearance and a crew passenger list. For these you need two things. The first is the boat's documentation or registration. The second is several copies of the crew list form — in Spanish. You can buy these forms at all major chandleries in San Diego. Be sure to make lots of copies of your list. This and a few bucks, and you've got the documentation necessary to sail into Baja waters.

If you plan on sailing on to the mainland, you will eventually need a temporary import permit. Generally it's easier to obtain these in Cabo San Lucas, La Paz, or Loreto, but you might try at the consulate also.

If, however, you plan to fish, you'll need fish licenses. Get these at the Mexican Fisheries Department, at 1010 Second Avenue, Room 1605, in San Diego — it's just kitty-corner from the consulate. Like the consulate, they close at 2 p.m. and observe some unusual holidays. Bring your tourist cards, boat papers, crew list — all the official documents you have.

These fishing permits can get a little expensive if you have a lot of people on your boat, because everyone over 12 years of age must have one, as must the boat itself. What's worse, they expire at the end of the calendar year, meaning you have to buy all new ones on January 1st. Figure about \$60 for a boat and crew of four, not counting the renewal. We're fully aware that some boats fish without the appropriate licenses; we very strongly believe that this is wrong.

A couple of words on dealing with both these offices. The better you dress, the better you'll be treated. Both the consulate and Mexican fisheries department are great places to try out a few words in Spanish — it will be appreciated. Attitude is everything,

taking care of paper work should be viewed as part of the fun of cruising, not work.

## Bamboo — 47-ft trimaran

**Brent Haverhill and Susan Campbell  
Moorea, Society Islands  
(Sausalito)**

It's been about seven months since we sailed through the Golden Gate headed south. This was Bamboo's and Susan's first ocean crossing, Brent being a veteran sailor. The 23-day passage from Cabo San Lucas to Hivo Oa in the Marquesas Islands was smooth and easy. Considering we had nine days of calms from about 4°N to 5°S.L., 121°W, it was also relatively fast.

After a while we got to really enjoy the calms because it gave us a chance to do some real swimming. What a sensation to dive off the boat and swim away from it — nothing in sight but blue water! Up until then our swimming had been limited to "shark trolling" — hanging onto a rope behind the boat, letting yourself be pulled along.

Since arriving in the South Pacific Islands, we've generally found ourselves spending at least three weeks to a month on each island we've visited. This gives us time to really get a feeling for the place.

Of all the bays we've been to, our favorites are:

✓ Hana Vave, Fatu Hiva: Spectacular physical beauty, good hiking trails, no cars, no stores (so we didn't spend any money for a whole month), interesting to trade with the islanders (such items as perfume, taped music, rope for fish or fruit).

✓ Anaho, Nuku Hiva: Good snorkeling, totally protected 360°, traditional village where even the church is a thatched roof hut with cocopalm tree logs for pews, no cars, no stores, flat water.

✓ Opunohu, Moorea: Beautiful, flat, great for bicycling and hiking, good snorkeling and diving for fish and shellfish, abundance of mangoes (so we've been making mango jam, mango syrup, mango chutney,

If you're heading to Mexico for the first time, you might get a little confused trying to figure out all the necessary paperwork. This would be especially true if you've tried working with the Mexican consulate in San Francisco. These are nice folks but they don't deal with many pleasure boats going south, and should be avoided.

The place to take care of Mexican paperwork is San Diego, where the personnel can handle it with dispatch and ease. The consulate there is located in the heart of downtown, at 220 Broadway on either the second or third floor, we can't remember which. Get there early and with all the right papers, and you can be out within an hour. A word of warning, this office closes at 2 p.m. each day, and observes a number of holidays Americans don't.

If you're just a crewmember on a boat, all you need to bring is passport or birth certificate. This and a couple of bucks will get you a 'tourist card' that's good for six months and can be renewed in Mexico. You're done.

If you're the skipper of a boat, you need to

mango crepes, mango pie; we're becoming mango-dependent).

We never used our bicycles in the Marquesas. The roads were mostly unpaved and/or too steep. In the Societies, bikes are a real asset. We feel lucky to have the space on our boat to carry them. Hitchhiking is easy everywhere down here, and it's a good way to meet people.

So far, we figure we've caught about 200 lbs. of fish (yellowtail mostly), just by dragging a couple of lines behind *Bamboo*. When we have too much fish for our freezer (after pigging out on ceviche, fried fish, fish chowder, etc.), we've taken to drying it. It's very delicious. You should try it if you ever have an excess. You just slice it in 1/4" pieces, marinate for 20 minutes in soy sauce, garlic and oregano, and put in the oven for 24 hours with just the pilot light on. The taste is sort of a cross between Canadian bacon and beef jerky.

While we've had many new experiences on this cruise, one of the most interesting has been experiencing and watching the changes in our relationship. Cruising together often makes or breaks a relationship. You live much more interdependently than when you're living on land. This brings out your differences much more clearly. We found that after completing the ocean crossing and "getting here", there was an initial period of "relationship shock". That's sort of like culture shock only more intense. Once we adjusted to how we each were in this new environment and once we surrendered to our differences and stopped fighting them, it's been smooth sailing. In fact, we've decided to get married. While all this has been happening, Susan has gathered enough material for another book about relationships, a sequel to her *The Couples Journey*. She has a publication contract for 1984. And also while all this has been happening, Brent has conceived and designed a new boat, which he will begin building when they return to the Bay Area in spring or summer of 1984.

— brent and susan

### **Joshua — Steel Ketch**

**Joe Daubenberger  
San Diego**

As new part-owner of *Joshua* I would like to comment on the story appearing in the July issue of your magazine, in which you make comparisons between *Joshua* and your own *Contrary to Ordinary*, which both left Cabo within twenty-four hours of each other.

Though we did take considerably longer to reach San Diego, we had a safe, enjoyable trip, which seems most in keeping with the values upheld by *Latitude 38*.

We ate well, kept warm and comfy, and hardly had to touch the tiller, thanks to my partners' 5000 peso steering vane, and I can't figure out why you decided to compare the two boats in the first place . . . was it because they both left on almost the same day . . .? because they're both pointed at both ends . . .? or because Willie and I both have blue eyes . . .?

*Contrary to Ordinary* is a well-founded, professionally skippered, performance vessel, with motor, while *Joshua* had recently been salvaged off the beach in Cabo, and completely reconstructed from the decks up, using only what we could find in the area.

Also, your speculation on whether or not our long passage was due to "dirty bottom, bad sails or sloppy rigging" wasn't necessary, since it's no secret where we are, if you'd decided to ask us ourselves. After all, reference has been made to the *Joshua* in almost every issue since December Eighth, but we never actually saw you. As for the wrap-up paragraph of the article; three weeks at sea doesn't exactly constitute 25 percent of our Mexican "vacation". And didn't anyone tell you that the engine was lost in the crash?

Well, I'd just like to let you know that after our "futile" attempts at salvaging the "hulk" of *Joshua* (*Latitude 38*, Volume 67), my partner Reto Filli and myself have new plans and ideas for the boat, which we'd love to share with you at any time.

Now to end on a good note; we really do enjoy your magazine a lot. Keep up the great work, Harold.

— joe daubenberger

*Joe — If it had been our intention to do an "our boat is faster than your boat" piece, we would have made a big to-do about the fact *Contrary to Ordinary*'s engine mounts were broken and that the forestay snapped on the way up the coast.*

*The truth of the matter is that our sole intent was to compare routes, not boats. Each year we hear horror stories about how horri-*

The Mexican Fisheries Department is located in this building in San Diego.



# CHANGES

ble it was coming inshore up the coast to San Diego. As you can see from the next letter, this year was no exception, with numerous boats in danger and one being lost on a reef. If we think there's a better way to make that passage and it's supported by a number of professional delivery skippers, we feel it's our obligation to make more people aware of it.

Now naturally you can get into trouble going offshore, and some pros — like John Raines and Commodore Tompkins — believe in going inshore, however we think the offshore route is worth a lot of consideration.

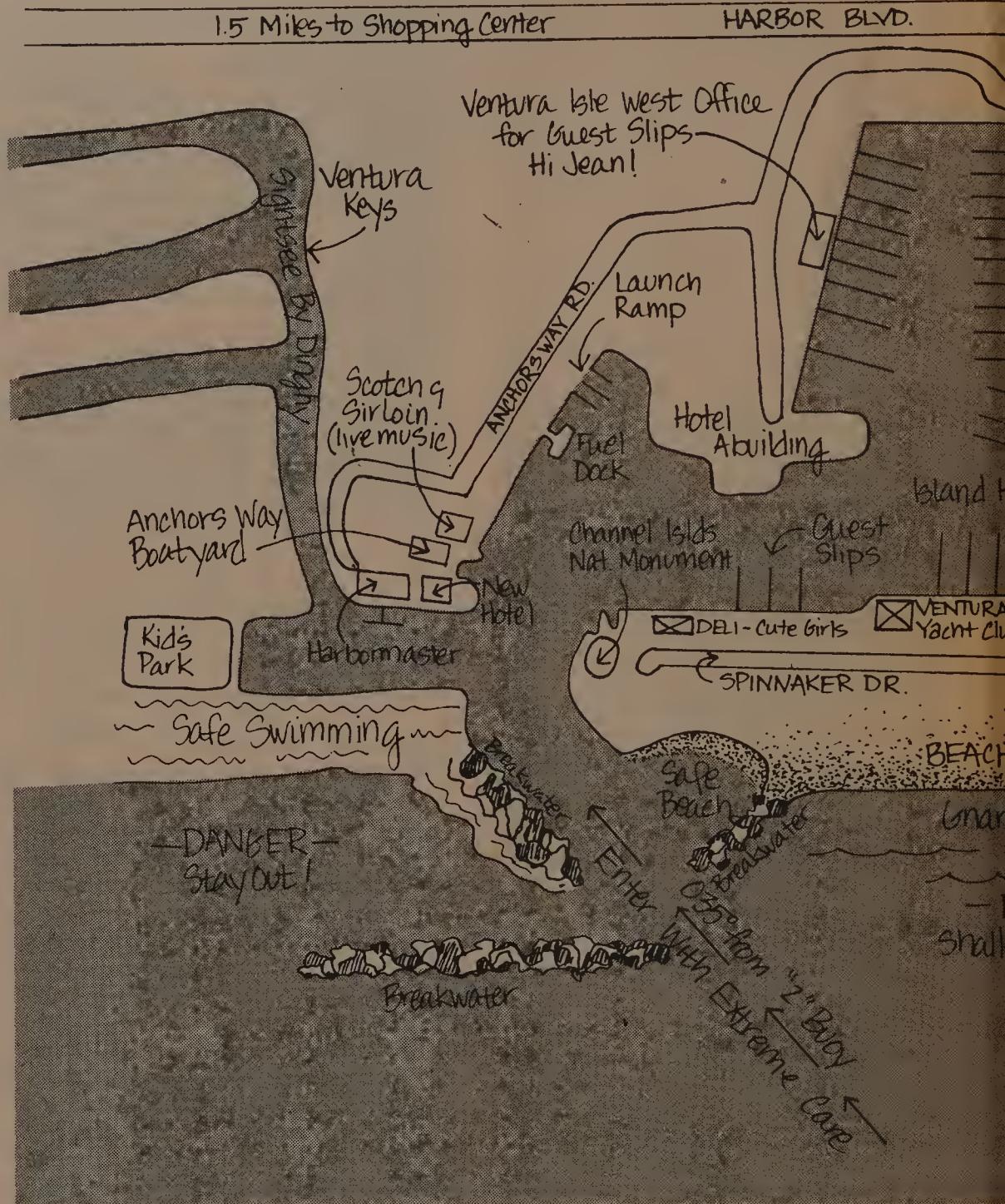
And on a more personal note, let us once again say in print how ecstatic we were that you proved us wrong by salvaging Joshua. When we saw her the chips were so far down that 99 out of 100 people would have never brought her back. We don't think you'll ever appreciate how impressed we were by the guts, determination, and skill you two and your helpers displayed in bringing Joshua back from the dead.

## Passage West — Cheoy Lee 36 ketch Maren Lochridge, Peter Hoskins Sausalito

"Cruising: You have to make friends fast, because soon, we all go different directions." That's a quote from Judy Lara, Amistad.

Passage West returned to La Paz after a glorious month and a half sailing the Sea of Cortez. The stark beauty of that part of Baja is difficult to put into words. What we so enjoyed was the relative solitude after the heavy "boogie scene" in La Paz. The great difficulty was the realization that we were soon going to have to head south to Cabo San Lucas and join the other reluctant boats preparing for the arduous trip north, and home.

As was our style, however, we managed to gather the troops together for several "going away parties" . . . like every day! It was interesting to note the obvious physical and economic changes that had taken place in Cabo during our absence, making us think



we had been gone years rather than months. The beach was purged of the Cabo disaster of December; the inner harbor was dredged and a malecon constructed around it; streets paved; and Joshua was outfitted and preparing to depart for San Diego.

After waiting for weather around the corner, Passage West, Fairwinds (from Alaska), and El Milagro (from Oakland) departed Cabo and steamed up the coast towards Mag Bay. About twelve hours into the journey, both El Milagro and Pilot were forced to turnabout and return to Cabo with engine failures. Little did we know that they were going to miss the extremely heavy seas and high winds we encountered around Mag Bay. As we donned foulies, hats and gloves, we knew the days of cruising in bikinis and sun glasses were over.

From this point on, it was just day and night survival to reach San Diego. Every anchorage had several vessels anchored waiting for "better weather". We decided to just press on rather than crap-shoot the seas. The journey from Bahia Santa Maria to Turtle Bay was not without crisis. Winds up to 45 knots and ten to twelve-foot seas made for interesting travel. Listening to channel 16 was a daily horror story . . . C.J. calling May Day due to a sheered rudder post . . . Nichola II calling May Day due to engine fire . . . two other vessels calling for assistance because of engine failure . . . and then the worst, Gone With The Wind crying May Day after striking the reef north of Abreojos and sinking. Passage West had its own close call when our steering cable parted just off the infamous Sacramento Reef. With some assist-

-PLUMSOIL MARK-

- chandlery
- q staff
- Hüssing's Bar

★★★

Ventura Marina

Ventura Harbor  
Boatworks

oakstone  
QUAY VILLAGE  
chandlery-  
basic supplies  
Coffee Shop

*Passage West* finally made the Golden Gate Bridge on a glorious sunny morning August 4th, with helpful assistance from Doug Clark and his eight-year old son Cavin, who joined us in Santa Cruz. We both agreed that it was good to be home, and as *Passage West* was secured in her slip at Sausalito Yacht Harbor, Maren was heard to utter a quote from Richard of *Latitude 38* . . . "If you can't take a joke, don't go cruising".

— peter hoskins and maren lochridge

### Port of Ventura

Port of the Year. That's what we think of Ventura.

In years past we always recommended that southbound cruisers make Santa Barbara their first stop south of Pt. Conception. And with good reason; it was the first stop, they always had plenty of the cheapest guest slips in Southern California, and because the people and officials were so friendly.

Santa Barbara is out now. Storm damage last winter eliminated all spare berths, so guest berths aren't available at any price. And even if you could get one, you might wish you hadn't. The dredging of the entrance may have been overdone, and a typical winter southeaster might well cause severe damage to the harbor and boats — this despite the measures they are taking to prevent it. Some long-time harbor residents, like Randy Sanger with the Valiant 40 Grebe are poised to leave at the first sign of danger.

If Randy leaves Santa Barbara, he's going to the place you should go — Ventura. Located 25 miles east of Santa Barbara, it is now the first harbor south of Conception with guest berths. For cruisers just wanting a marina to dip into between spells at the Channel Islands, Santa Cruz Island is just 18 miles away.

Quite a few Northern California sailors were guest berthed in Ventura when we pulled in this October, with the best guest berthing deal we've ever heard a commercial

ance from Stacey Wilson we made anchorage at Isla San Geronimo.

The balance of our odyssey all the way to San Diego was heavy seas, rain, and unstable winds. Upon finally mooring at the cop dock, Peter was heard to utter . . . "it didn't say anything about all this in my travel brochure!"

We took our time getting home from San Diego, about two months in fact. It was almost like being back in Baja with sun, warmth and sailing (for a change). We continued to meet new cruising friends, some of whom were on their way south, and others joining us on to San Francisco. To repeat an often read statement: it really is the other boats and their crews that you meet along the way that make cruising the unforgettable experience it can be.

marina offer. Ventura Isle West was giving the first three days of guest berthing free! And after that it was only 15 cents a foot per night. Try and match that anywhere on the coast! Ralph Naines on the Irwin 37, *The Trip* from Novato, figured out it cost him \$23 for a full week. Heck we paid \$17 for just one night at another Ventura marina last year.

And we're not talking any sleazy berths either. These are brand new, with water, electricity, beautiful brand new restrooms with showers, laundry facilities — it's top notch. Ventura Isle West is doing this as a promotional deal, naturally they're trying to make people aware of their facilities so they can fill up the harbor. So the great offer can't last forever. In fact it was expected to expire by the end of October, although at last word they were seriously considering extending it for one more month. It's sure worth checking.

What really makes the harbor super is what makes any place super — the people. When we entered the harbor and radioed the Harbormaster's Office we were not insulted, harassed, yelled at, or shot. They welcomed us! Lord what a pleasant change from almost all the rest of Southern California. The gentleman in the Harbormaster's Office advised us we could pull into an open Ventura Isle West guest berth for the night and could sign in the next morning. That's unheard of.

You need keys to get in and out of the gangways at Ventura Isle West, and darn if the guy with the J-29 next to us, Gary Paudler, didn't offer to lend us one of his until the next day. It was a mighty neighborly thing of Gary — who we understand is aiming to do the Singlehanded TransPac to Kauai next summer — to do.

After settling in and taking a nice shower, we made the short row across the harbor for dinner at the Scotch 'n Sirloin. On the way back a Harbor Patrol boat followed us back to our dock. "Here it comes," we thought, "it was too good to be true." Expecting to be handcuffed, arrested, or at least scolded, we

# CHANGES



LATITUDE 38/RICHARD

were in for a big surprise. "I just wanted to let you know," said the harbor patrolman, "that when you're rowing a little inflatable like that you don't have to hold up the white light unless you're on a collision course." Unbelievable, the guy was just trying to be friendly and helpful. We hadn't seen anything like that down South — except at Catalina — in years. Must be lots of lithium in the water or something.

Not wanting this admirable behavior to go uncomplimented, we stopped by the Harbormaster's Office the next day to tell them how much we appreciated the way they conducted their operations. A couple of patrolmen, Michael Skall and Scott Miller, thanked us for taking notice, and explained that much of the credit belongs to the guys at the top, General Manager of the Port District Richard Parsons, and Harbormaster John Tyler. We'd like to congratulate you guys and your employees for what we — and many of the other cruising boats — found to be an enlightened approach to dealing with the public.

One thing that caught our attention about the Harbor Patrolmen was that they weren't wearing sidearms — or any other military gear for that matter. This is very unusual in Southern California, and we had to ask why. Scott Miller explained, "We don't wear guns because boaters don't shoot at us." Sounds like a good enough reason to us. Elsewhere we were later told that one of the employees in Santa Barbara Harbor had given up his post there for one in Ventura because of the

John Burnett and Carol, one of a group of Bay Area folks who stopped at Ventura.

less aggressive attitude.

Maybe it's easier to be more relaxed in Ventura because the harbor is not hemmed in by an urban sprawl and a sea of wild humanity. In fact most of the Port District is surrounded by open space and farmland, which is real nice.

From what we can tell, Ventura's only drawback is that it has a couple of dangers. The harbor entrance can be tricky in a big swell and shoaling can be a problem. You don't want to enter for the first time at night, and you don't want to enter during heavy seas unless you are advised to do by harbor personnel on Channel 16. No matter how calm the weather, you want to hit buoy "2" from well offshore before heading in the channel.

Scott Miller tells us that over and over people try and make a close reach from Channel Islands Harbor in Oxnard — 11 miles down the coast — on just one tack. Too frequently they think they'll just make it, but then a wave caused by the shoaling from the Santa Clara River puts them in serious trouble. Don't cut the corner! And don't enter the sandtrap, there's only one way in the harbor.

Keep your wits about you and we think you'll really enjoy stopping in Ventura. We certainly did.

— latitude 38

## Steppenwolf — Tanton 33-ft cat ketch **David and Linda Howe** **Sacramento**

From one Cat to another. Dave and Linda are hoping to sell their Catalina 30 with a Classy Classified this month, so they can head to Florida. For there in Fernandina Beach, Florida, is their new boat, a Yves Tanton 35 cat ketch built of steel. The design, called a Tahiti Revisted, is being constructed by Topper Hermanson.

With the sale of their old boat, the Howes hope to leave Florida with their new boat paid for — what there is of it anyway. As it stands now they won't be able to afford an interior. "What the heck," they write. "Actually we hope to have different parts of the interior done in different parts of the world."

Dave and Linda aren't going into this adventure halfway. As they put it, "We're selling all and going cruising for good." They hope to make some money while they are cruising, "taking care of computers and/or people", and perhaps doing some small scale chartering along the way. If you'd like to give them a bon voyage present, you can do so by purchasing their Catalina 30.

— latitude 38

## Bond Refunds in French Polynesia **Whoosh — Nor'Sea 27** **Marilynn Aches and Leo Lomeli** **The French Consulate** **(Berkeley)**

Leo and I are involved in the bittersweet last four days before we hold our figurative noses and jump in with both feet to the cruising life. Writing you is one of my remaining tasks. I promised that I would pass along some information that may help other cruisers.

When in the French Consulate applying for a six-month visa, the subject of the bond came up. (A requirement to obtain a visa for French Polynesia involves posting a bond at a bank in French Polynesia that is an equiva-

# IN LATITUDES



LATITUDE 38/RICHARD

lent amount of airfare one way from Papeete to Los Angeles for each crew member of the visiting yacht).

The French Consulate is very interested in knowing how the banks in Tahiti are in dealing with yachters. The Consulate has been hearing information — on a second-hand basis — that business between those banks and yachters have been less than perfect. The woman at the Consulate would like very specific information of any incidents.

Although she can't come in on a white charger and rescue cruisers who are having troubles getting their money back swiftly from the banks (as they exit French Polynesia), "pressure can be brought to bear" if she has detailed information that explains the difficulty some people may have had. If you do have information she should know about, write to Elenor Graff, French Consulate, Visa Section, 540 Bush Street, San Francisco 94108.

Now I feel better — one more task out of the way, one more item to cross off my humungous list. Whew! We are off on our Nor'Sea 27 Whoosh to feast on the banquet that cruising life holds for us.

— marilynn and leo

Marilynn and Leo — We're glad to hear things have changed at the French Consulate in San Francisco. Last year they developed a reputation for being abusive and uncaring.

Incidentally, experience has shown that despite what is said, you can sail to French Polynesia and post bond/get a visa when you arrive.

## Magic Dragon — Colvin 35 lug rig

Ann Plumer

Pago Pago, American Samoa  
(Honolulu)

I got on a real cruising sailboat, thanks to your help. Fantastic! It's an aluminum Colvin 35 Trinity, 35 feet on deck, and Chinese lug rigged. She's not so hot on the wind, but

Unarmed and friendly, Mark and Scott are a credit to their profession.

fantastic on all other points of sail. She should really be named the Screamin' Demon, but as you all know that's bad luck.

We left Hawaii in June for a trip down the Line Islands to Tahiti. Well, we never made our original destination. Funny things happen and plans change with tropical depressions. Sails blow out, for example, things come apart, and things get hairy in general. So we decided to run for Samoa instead. What a trip!

So now *Magic Dragon* is in Pago Pago awaiting spare parts and mail. The mail service is lousy — it even takes 15 days for mail from Honolulu. Getting response from gear manufacturers is difficult; many haven't responded. One did, but sent the bill Air Mail and the gear by boat. So the merchandise is in its third month cruising somewhere between Chicago and Samoa. Oh the postal system.

Our *Latitude 38*'s have not fared any better. I renewed my subscription and included a change of address. The May issue got to Hawaii all right and was forwarded to Pago by friends, but nothing since. So what is it you guys, don't you know you're addictive? Get out the spinnaker and rush those back issues to Hawaii so they can be forwarded to me in New Zealand for Christmas.

— ann plumer

Ann — Your subscription has been mailed

to your Hawaiian address each month — so says our computer.

## Yacht Tolip

Hal Yard

Puerto Escondido, BCS, Mexico

In October *Changes in Latitude* your correspondent reported that the yacht *Tin Lizzie* is "stored for the summer in Puerto Escondido". Since your magazine is widely read by the aspiring-to-go-cruising crowd, this bit of misleading information should not go unchallenged. The reality is that *Tin Lizzie* — along with many other vessels — is temporarily abandoned.

Puerto Escondido is — was? — a fine hurricane anchorage, not a storage lot for yachts who don't care for the summer weather. The facts are; leaving a boat unattended for the summer in Mexico is contrary to common sense, it is grossly inconsiderate of the rights of fellow cruisers, and — except in certain well-regulated circumstances — is against Mexican laws.

"So what?" Well it's only a matter of time until a storm hits Puerto Escondido and drags a few of these "ghost boats" upon some of the properly anchored and crewed boats. The same storm may well put a few more of the ghosts up on the b. h., and as was discovered at Cabo, our hosts are not fond of broken yachts on their beaches. At that time the Mexican government will finally come to grips with the fact that their hidden harbor, once a great hurricane hole, has be-

# CHANGES

come a dumping ground for unloved yachts.

All that will be left for them to do will be to post the *no anchoring here* signs, and suddenly — one less hurricane hole in the Sea of Cortez! The clock is ticking, if us cruisers don't police ourselves, the local police will.

— hal yard

*Hal — We personally aren't familiar the circumstances involving Tin Lizzie, but it's no secret that boats have been left unattended or just loosely 'watched' for a number of summers now. (In fact when we were there last February, we saw unattended boats that had been in Puerto Escondido since 1979!)*

## Seafarer — 60-ft gaff ketch

**Fred Waters, Wendy McDonald, Ken Hunter, et al  
South Pacific Milk Run  
(Peninsula)**

It's common for folks to go cruising in less than brand new boats for the obvious reason they cost much less, but *Seafarer* is certainly older than most. Built in 1910 to a Hand design in Taunton, Massachusetts, she is now 73 years old. She's hardly ready to fall apart however, having had a complete refit in 1980 at the Stone Boatyard in Alameda under her previous owner.

Since that time owner Fred Waters — who had rebuilt two previous wood boats and didn't want to go through it again — has spent a lot of time on other improvements. Not only is she prettied up, but sports updated electronics and gear to make voyaging easier and safer.

*Seafarer* is headed out on a planned one-year voyage, although it may be extended. The rough itinerary includes Cabo San Lucas for Thanksgiving, Mazatlan for Christmas, leaving Mexico in March, arriving in the Marquesas in April, and sailing through French Polynesia in June. Beyond that plans are still to be formulated.

The core crew on the trip includes the 39-year old owner Waters, a private investi-



Free telescope at the Channel Island Monument — check out the beauty in slip G-17!

gator; Wendy McDonald, 33, who is taking a few years off from the retail camera business; and 46-year old Ken Hunter, who ran Peninsula Canvas for many years. Hunter's 15-year old daughter Nancy will also start the trip.

In order to meet the considerable expenses incurred on such a voyage, not only do the other two 'core' crewmembers pay their way, but additional contributing crewmembers were sought in the pages of *Latitude 38*. From those ads Bill Purcell and Charlies Lane have signed on for at least the first six weeks. Crewmembers along for a month or more contribute \$500 a month; for shorter periods it's \$250 a week. If you missed the Classy Classified for some reason and would like to investigate this opportunity, call (415) 369-5909 — but do it fast as *Seafarer* is scheduled to sail November 15.

— latitude 38

## The Trip — Irwin 37 ketch

**Ralph Naines and Maria Anast  
Ventura Isle West  
(Port Sonoma and San Francisco)**

Ralph and Maria got a big jump on the Northern California cruising crowd, starting on down Mexico way in Ralph's four-year

old Irwin early in the summer. Ralph completely paid the boat off in June, and by July the two of them were gone "to wherever it's warm". Initially that meant the Channel Islands, this winter it will mean Mexico.

Many cruisers who leave San Francisco are in a mad dash to make it south of Point Conception, and indulge in exhausting 50 or 60-hour nonstop runs. Not Ralph and Maria, both of whom prefer to savor every cruising mile at anchor each night. Their coast run included stops in Santa Cruz, where they rode the roller coast; Pebble Beach's Pescadero Point, where they watched the golfers; San Simeon, "It's got good holding ground"; Morro Bay; Port San Luis; Cojo; and from there San Miguel and the other Channel Islands.

Eventually Ralph, a 13-year veteran of the San Francisco Fire Department, and Maria, would spend two and a half pleasant months at the islands. Frequently they would stay in the same anchorage for as much as a week, content and feeling no particular rush to move on. And why not; with scallops, abalone, and such fish as calico bass, opal eye, and sheepshead so plentiful, they could trade other boats for fresh veggies and hardly have to return to the mainland at all. Neither Ralph or Maria miss the hustle and bustle of city life.

Spearfishing was made all the easier because *The Trip* has its own air compressor



LATITUDE 38/RICHARD

to refill the scuba tanks. Ralph reports, "The fish would swim right up to my spear". The way he tells it, "the biggest problem was always trying to figure out what kind of sauce to cook them in."

During their lengthy stay in the Islands, Willows and Baby's — the latter a tiny little thing — were to become their favorite anchorages. One anchorage that intrigued them but they couldn't find for the longest time was Hungryman's Gulch on Santa Cruz Island. Using a photograph from Brian Fagan's *Cruising Guide to the Channel Islands*, they just couldn't find anything that resembled the photograph. Eventually they discovered the photograph had been printed reversed.

Channel Island anchorages can be rolly, and the crew of *The Trip* highly recommend "flopper stoppers", one off the main boom, the other off a whisker pole. They don't stop the first roll, but they really dampen things after that. "It makes a very noticeable difference," reports Maria, and the \$50 expense is easily made up by a few good night's sleep.

Ralph, who likes his evening cocktail, had big praise for his Adler-Barbor Cold Machine, which cranked out two trays of ice each day. [Editor's note: Adler-Barbor went out of business, but the product and service on the old ones is now being offered by I.M.I., makers of Combi Instruments.]

What do they wish they had that they

don't? "More money and more chocolate," they replied almost in unison. They'll get along without, however.

Why did Ralph, who had a good position with the San Francisco Fire Department, give it up for cruising? "After 13 years," he reports, "it was just time to move on." Besides that he's always liked the idea of sailing and adventuring. As he puts it, "I never could understand why Robinson Crusoe ever wanted to be found." He claims he would have begun many, many years ago had he not discovered women and gotten sidetracked for a while.

For Maria, who starting sailing on the Bay at 17, it's her first trip offshore. "Someday," she says with conviction, "I'll have my own boat." We believe she will.

Looking exceedingly relaxed and satisfied at the way their cruising has begun, we suspect these two will be going a long way and a long time.

— latitude 38

#### Cruising Notes

Ralph and Maria weren't the only Northern Californians in Ventura Marina. **Sea Pod**, a Nor'Sea 27 was there with Rob and Anne Spencer of Berkeley/Richmond; the boat is headed to San Diego and maybe Mexico. **Zalophus**, an Islander 36 with Brian Daniells of Alameda was also there. Brian is headed to Mexico and then either the Caribbean or South Pacific. He's looking for crew; if you're quick you can reach him care of Pacific Marine Supply in San Diego. Also in Ventura was the Kendall 32, **Unicorn**, with John Burnett and Carol Levow; they are Australia bound. And although we didn't get to speak with them, Brooke and David on the Valiant 32 **Shenanigan** from San Francisco pulled into Ventura, too. They've already been to the Pacific Northwest and Mexico once, and are now on their way to Florida.

We saw the Westsail 32 **Panacea** from San Francisco pull into the Cojo anchorage

just south of Point Conception. We didn't get any names though, as a middle-of-the-night southeasterly blew us out of the anchorage. You've got to watch those southeasterlies at Cojo; we're told that just two days before the 30-35 foot *Lars* from Canada went right up through the surfing line-up at Perkos and onto the rocks at 3 a.m. Reportedly she was on the rocks for 30 hours, but was miraculously pulled off with a 5-foot crack in her hull and towed to Oxnard for repairs.

**Deliverance**, a Tayana 37 from Sacramento with Marsha Babcock aboard reports they've made it down the California coast to Marina del Rey. Their favorite spot was San Miguel Island where Ranger Reed McClusky "walked our buns off".

Brian Saunders on the Kings Legend 41, **Tropic Bird**, reports he's still in Singapore, but about to sell his boat and buy a couple more in Taiwan.

Billy Pollock and Elena Garcia are back after a long and unusual trip through the Pacific on their Ranger 33, **Tsunami**. Most unusual about it was the 52 days it took them to get back to the mainland from Hawaii — the full story next month.

Our Hawaiian eye, Lynn Nakkim, has an update on Ted and Joan Bekins who left Sausalito way back in 1976 on their 50-ft ketch, **Integrity**. They spent '76 in Hawaii, '77 in Tahiti, '78 in Fiji, '79 back in Tahiti, and back to Hawaii in '80 where they've added a bowsprit and a roller furling jib to the boat. They must not hate the South Pacific too much, because they just left for Fiji again with Bob Dickson, Nita Prigian, Tom Held, and Dan Morely.

Lynn also reports that Cliff Merritt, formerly of Oakland, recently singlehanded his Islander 44 **Wicked Wahine** back to Hawaii from the Marquesas. It was a 30-day trip to weather with mostly light winds.

We're out of space, many more reports from the cruising world next month. Meanwhile, don't forget the November 13 free cruising seminar at the **Encinal YC**.

# CLASSY CLASSIFIEDS

Classified Advertising Deadline: 20th of the Month Prior to Publication

## OLSON 30 WANTED

To charter for one mid-winter series. Preferably a boat in the Richmond-Marin area. Charterer has larger boat and many years sailing experience. Call 383-8200, ask for Richard.

- \$15 for a personal ad of 40 words
- \$30 for a business ad of 40 words
- Mail your copy and check to:  
P.O. Box 1678, Sausalito, CA 94966
- Sorry, but due to a tight deadline,  
we cannot accept any changes or cancellations  
after submitting ad

## STEPHENS 36'

Twin diesel (less than 300 hours) cruiser. New galley, stove, refrigerator. Covered San Rafael berth. Leaving country, must sell. \$25,000 or best offer. 788-2150 weekdays; 922-6629 eves.

## WESTSAIL 32

Mint condition — Aries, Tillermaster, 7 sails, 3-CQR's, 400'-3/8 chain and 500'-3/4 nylon, SABB diesel, Ockinson "Chesapeake", RDF, VHF, Ham, depthsounder, sailing dinghy, many spares, etc. Liveaboard slip available. Trade real estate or will finance. Box 6040, San Diego CA 92106.

## COLUMBIA 26 MK II — 1970

Excellent condition throughout. 3 sails, O/S, VHF, KM, carpeted, varnished exterior teak, shore power, boarding ladder, inflatable 10' boat, Johnson O/B. \$11,500. (408) 284-6418 (d), (415) 941-5566 (e)

## FREERPORT 36

Perkins 50 hp diesel. Refrigeration, CNG stove/oven, VHF, RDF, autopilot, stereo, inflatable, strobe, windlass. Good ground tackle, etc., etc. Beautifully maintained yacht. Good financing available and no qualifying. \$112,500. Owner (415) 331-1333.

## CAL 25 "ANAHITA"

Racing rigged, proven winner, 8 sails includes Mylar blade, excellent first boat for racing or cruising. Sausalito berth. \$10,500. (415) 331-6120.

## ARIES WIND VANE

\$950

Ken (415) 837-1399 evenings/weekends

## ETCHELLS 22 — \$7,900

Fully equipped. New main, jib, spinnaker. Alameda berth. A bargain price. Someone's going to get a good boat cheap. (408) 624-1525 (d) / (408) 625-2697 (eve. after 9 pm)

## ERICSON 32

Successful South Bay racer/cruiser "Vayu". Sleeps 6, dinette interior, 3 burner stove w/oven, Atomic 4, T cockpit, Binnacle w/compass, wheel steering, fully equipped: 7 Bariant winches, 2 spinnakers w/heavy gear, 4 jibs, internal halyards led to cockpit, backstay adjuster, vang, slab reefing, windspeed, knotmeter, VHF, depthsounder, high tensile danforth anchor, faired keel and rudder, folding Martec prop, strong rig, sound hull, 1972, berth negotiable. Asking 34K. (415) 493-0155 eves

## 20 FT. CARANITA SLOOP

5 sails, 3 anchors, bow & stern pulpits, jiffy reefing, VHF, 6 hp Mercury, needs water pump, halyard to cockpit, great Bay & Delta boat, very dry, good condition, \$2,500. Call 453-7165/leave message.

## CATALINA 27'

5 North sails, club, 110, 150, spinnaker, 10 hp Chrysler O/B, knot, depth, compass, anchors, cockpit cushions. A beauty inside and out. \$19,000/trade up. (209) 951-3500.

## 12½' GRAND BANKS OORY

Fiberglass construction, lap strake. Also 8' Fiberglass dinghy. Call Bill at (707) 745-4106 eves.

## THANK YOU

Gary Ryan and the San Francisco Cruising Center in Sausalito for selling our beloved Nor'Sea, "Miss America" and finding our dream cruising boat, "Lady Lee". It is a pleasure to deal with professional people. Susy and Peter Huebner.

## FREYA OWNERS!!

Want to get together? Call Anne, (415) 331-3354 evenings or drop card to A & B Hudson, Box 1763, Sausalito, CA 94966. Good luck to Gypsy Warrior and Rick Gio.

## RANGER 23

A truly great boat!! 1974 Ranger 23, six sails, VHF, digital inst., stereo, stove, Zodiac inflatable, Evinrude OB. Active class assoc. Good race and cruise boat. \$12,500. Call (415) 861-2301 anytime / (415) 339-3120 eves only

## FOR SALE — TRITON NO. 647

With berth San Francisco Marina. New paint topsides and bottom. Ready to sail \$19,000. Owner will carry part. Call (415) 931-4426

## CATALINA 27 CUSHIONS

Complete set of cushions for Catalina 27, dinette interior with aft galley, all good condition except one dinette cushion. Blue/beige plaid tones. \$115. (209) 477-0397 after 6 pm.

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Fully equipped (3 page inventory) beautifully constructed and maintained Samson ferro cutter. Built in '75 has cruised over 20,000 miles since then. New addition to family necessitates move ashore. She is ready for you to move on and go! Will sell at cost. \$50,000. 236-9817.

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Speedo, ROF, depthsounder, VHF, compass, holding tank, dodger, new jib, new standing rigging 1 size larger, masthead strobe, sailing dinghy, jiffy reefing, 3 brnr. stove w/oven, cockpit cush., 3 anchors, man overboard gear/safety equipment. Spinnaker pole/track. Very clean. 235-0184/323-7013.

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| <b>38' YACHT TRAILER</b><br>Air brakes, 5th wheel for truck, elec. lights, 8' beam, 26' keelwell, 8 supports and adj. screwjacks, heavy duty axle and 4 wheels, adj. dolly. \$8000 value for \$4000 or trade for car.<br>355-5831  | <b>CREW AVAILABLE</b><br>Englishman, 30, 5 years own boat cruising, one transAtlantic. Healthy, intelligent, coordinated, friendly, aware, hard worker. Can fly, navigate, cook, woodwork, speak French. I am seeking extended voyage to Pacific and beyond. Jeremy, P.O. Box 7783, Santa Cruz 95061                              | <b>28' SAMURAI — 1959</b><br>Classic wooden cruising sloop has been our home for five years. Excellent condition and large inventory. Phone us aboard for complete details, then inspect the high standards set by this affordable cruiser. \$22,500. (707) 642-3246.  |
| <b>TRAILER</b><br>Trailrite, dual tandem, surge braking system, new brakes and tires. Capacity for up to 30-ft boat. \$1,900/offer.<br>348-0491  | <b>ANCHORS WANTED</b><br>Cash for used anchors: genuine 35 lb. CQR plow; genuine 20H or 40H Danforth Hi Tensile. Call Sid (408) 269-7533.   | <b>FOR SALE: 23' CRUISING SLOOP</b><br>A doublestrong beauty, just completed 8000 mi. and ready to go again. Fully equipped dinghy, vane, etc. A steal at \$5,800. Dr. Colegrove 681-4313 (d), 824-5130 (e)  |
| <b>SAILING POSITION WANTED</b><br>I have sailing experience. Would like to commit to being a crew member. At least a thirty-one footer with a good crew. Call (415) 924-7495 Joe   | <b>30' HUNTER SLOOP</b><br>1977, with standard features plus added pressurized cabin heater, lifelines gates, stern swim ladder, mainsheet traveler with club jib and many extras too numerous to mention. Low hrs. on Yanmar diesel. Bristol condition, and the price is right. \$30,500. Call for appt. to see (916) 486-0589.  | <b>1/2 PARTNERSHIP NO MONEY NEEDED</b><br>35' Cutter, Perry design, fully equipped, bristol condition, berthed in Sausalito. (415) 591-9966 (e/wknds).   |
| <b>30' WINDJAMMER CUTTER — 1978</b><br>Ready for Mexico again. Auto, RDF, VHF, d.s., k.m., alum. spars, oven, anchors/chain, mob gear, FWC Palmer. Beautiful mahogany int. & ext. 9600# displ., lead keel. Monterey, A-79. Broker asked 28K — take 20K. Call for specs. Must sell. (408) 659-5200.   | <b>QUEEN OF '78 S.F. BOAT SHOW</b><br>Now for sale at \$134,000. 43-ft Gulfstar center cockpit luxury world cruising sloop. Call for picture, specs and complete inventory. (408) 727-5185 (d) / (415) 591-4781 (e).  | <b>CAL 2-27, 1976</b><br>Inboard Atomic 4, VHF, knotmeter, 150% & 110% for'sls, Barient 18s, stereo, stove, head, 2 anchors with rode, Avon, overboard pole and life ring. \$23,750. (619) 459-5801 after 5  |
| <b>16 FT. FIBERGLASS SLOOP — 1978</b><br>Excellent condition, sleeps 2, trailer and outboard, running lights. This well maintained boat has been sailed on S.F. Bay and Lake Tahoe. (415) 499-8770 after 6 p.m.  | <b>ERICSON 39B</b><br>Tri-Cabin racer/cruiser. Equipped for world travel, just returned from Ensenada — fast and comfortable. Singlehands with autopilot. All teak below decks, dockside and engine driven refrigeration. Extensive equipment list. Call for details. Price: \$92,500. Joe Davis (415) 365-0498 (d), 854-7701 (e) | <b>WORLD CRUISER — LIVEABOARD</b><br>Sampson 'ferro' ketch. 65' LOA, 50' LOD, 13' beam, 6'6" draft. 400 g. fuel, 300 g. water, diesel: aux, Onan, heat, stove/oven. Layout fore to aft; forecstle, head w/shower, dbl. staterm. P & S, pilothouse, master staterm. w/head, galley, salon, storage everywhere. Extremely well blt., serious cruising vessel w/hvy. dtv. everything. Massive ground tackle 3/8 ss rigg'd, 10% oz. sails, etc. Windlass, autopilot, dual hyd. steer'g, DS, VHF, etc. Cruise world in safety & comfort w/lots of friends or charter w/ideal layout, or liveaboard w/g. family. Anxious to sell (we ordered smaller boat). \$75K/B.O. P. Barry, Box 103, Redwood City 94064 (415) 366-6234 (msg). |
| <b>BEWILDERED VICTIM OF DIVORCE</b><br>Seeking friendly, easy-going Female Mate to enjoy Delta/Bay sailing. Expect active crewing participation, no extras, (except maybe cooking). Captain is a Sailor and a Gentleman. Chronological age 40 — Physiological age 29. Am attractive (not ugly anyway!) 6', 160 lbs. First priority is companionship. If personal relationship develops, considered a bonus. Plan to leave on extended cruise next year. Send resume, description, experience, etc. to: Ron Minor, General Delivery, Isleton, CA 95641. | <b>TIME SHARE</b><br>Very experienced bay and ocean sailor with 20 years sailing experience seeks little used yacht to time share for monthly fee. Terms and fee negotiable. Call Ken Moore, prefer (408) 338-2928 after 7 p.m., office (415) 349-2151.   | <b>SANTA CRUZ 27</b><br>Must Sell. 1977. 8 bags of sails near new N. Main, 150%, 132%, spinnaker and extras and main. Custom interior couch sitting/berthing, EMS, knotlog, stereo, Honda OB, 2 axle trailer, very clean. \$17,500/B.O. May carry 9% paper. (916) 969-7245 (eves only)   |
| <b>SAN JUAN 21'</b><br>Reassignment necessitates sale, 3 sails, 3.5 OB, cabin completely refurbished, excellent condition, many extras, head, with running rigging lead to cockpit. Trailer is with new hubs and jack. \$5,000. (408) 649-4252 (e), (408) 375-3151 (d) (Ellen), call collect.  | <b>20' MERMAID — SAUSALITO BERTH</b><br>Beautiful classic wooden sloop. Full keel, self-bailing cockpit, roller reefing mainsail. Good solid seaworthy pocket cruiser that can really take that sloppy weather in stride. Seagull 5½ HP. Some extra equipment. Reduced to \$3,000. (415) 753-3787                                 | <b>PRINCESS</b><br>Herreshoff Nereia 36' ketch. New Westerbeke 4-108 radar. VHF, freezer, liveaboard berth Berkeley Marina. For sale by owner. Call Peter 843-1149.  |
| <b>STEAL MY 1955 FOLKBOT NOW!</b><br>While there's still time. Masthead alum. rig, self-bailing cockpit, 5 sails (spin.), Hasler, VHF, galley, Barients, Seagull, tons of gear, just hauled — new paint keel to truck. Price slashed to \$5,000! (408) 286-6930 eves.  | <b>BOAT TRAILER</b><br>Purchased new in '82. Used only once for short trip. 800 lb. cap. for boats to 15'. Galvanized, tilt launch, 12 in. wheels w/bearing buddies and spare tire. \$500 or offer. Call (916) 371-4756 (e/wknds)   | <b>PACIFIC 30 (P-30) '71 FIBERGLASS SLOOP</b><br>Meticulously maintained throughout, 4 sails, 4 berths, SS slnk, head, 25 gal. water, 3/4 keel, S22 Danforth, 6 hp Evinrude. One of the faster 30-footers on the Bay. Berth D-4 Emeryville. \$14,500. 522-0986.  |
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**NEED CREW TD MEXICO?**

Hardy, professional woman, aged 31, wants to sail to Mexico around January, 1984. Will share expenses and work hard in return for the sailing experience. Cindy (415) 641-7335 (eve) or 558-3357 (day). 98 Parkridge #106, San Francisco 94131.

**46-FT. NALU II**

5 time TransPac winner. Modern, flush deck Lapworth sloop. Built '54. Cruised extensively, comfortable, dry liveaboard. New teak decks, Westerbeke diesel, Aries, Loran C, shower, refrig., etc. Strip-planked mahogany, brz.-fastened hull in very good condition. Asking \$59,000. 236-9817.

**ERICSON 25 — 1976**

Perfect bay boat, excellent condition, recent survey, 3 sails, teak/mahogany interior, fixed keel (2,500 lbs. ballast), VHF, depthsounder, marine head w/holding tank, 1981 Evinrude 7.5 ob, many extras, ready to cruise. \$16,500 or best offer. (415) 235-1334 (eves)

**ISLANDER 30 MK II**

1973, excellent condition, very clean. Palmer 4 gas engine, KM, VHF, many extras. Beautiful Bay boat. Chuck Jones (408) 745-1400 (work) / (415) 326-0876 (eves)

**1978 STONE HORSE 23'**

Full keel, cutter rigged mini-cruiser by Edey & Dugg. Dsl. i.b., all lines led aft, tanbark sails, FG hull, wood spars, teak cockpit, cabin htr., Avon, CQR, much more. Don Street wrote "... for a cruising couple possibly the best on the market ..." Located Treasure Island. \$20,900. (415) 846-1583.

**US 368 — ETCHELLS 22**

1977 Driscoll; burgundy with white stripes, deck and bottom; five jibs; four mains; four spinnakers, rigged for the San Francisco Bay; jib fine tune; main fine tune; high ratio traveler, vang and backstay; raised floorboards; full console; full boat cover; trailer; measurement certificate. Price: \$12,000. Peggy Patrick, (415) 381-1873  
Jim Boddy (415) 777-6081

**MARINER 31 DSL KETCH 1970**

Fully equipped for Bay and Delta. Much equip. under 3 years old. If you would like a clean, well maintained, comfortable boat at a bargain price, please call. I must sell immediately. 332-4558, 921-6104

**SALESPERSON WEST MARINE PRODUCTS**

Must have 5 years sailing experience (racing or cruising). Previous sales experience helpful. Excellent opportunity, pay, benefits, working conditions. Several locations available. Contact John 494-6660.

**VALIANT 40 FOR CHARTER**

Sail San Francisco Bay in the most luxurious Valiant 40 on the West Coast. Named "Offshore Cruising Boat of the Decade" by Sail magazine. She is exciting to sail and beautifully equipped from autopilot to SatNav. (415) 530-5464 after 6 p.m.

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Share 4 month sailing adventure aboard unique 110' schooner, Renegade. Sail, windsurf, skindive. Visit all ports. Relax! Come for 2 weeks or longer and escape the winter blues. Leaving January '84. Experience unnecessary. Steve Rendell (415) 332-1171.

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Marine Grade Plywood: 4x8, 4x4, 2x8, and 2x4 sheets  
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**BALBOA 26'**

Spinnaker gear and three sails. Trailer and many extras, \$13,500. Orinda autopilot, \$500.  
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**MUST SELL — HUNTER 33, 1980**

Super clean H/C pressure water, shower, stove/oven, 6'4" headroom, sleeps 7, ice box, teak & holly sole, wheel, navigators station, 50 gal water, 22 gal fuel, diesel, Data-marine, depth, knot, log. Willing to finance part. \$37,500. 458-3083

**S.W.M. 42 WANTS S.W.F.**

To share expenses. Sail to Mexico in November, Hawaii in spring. On 35-ft F.C. Ketch. Prefer non-smoker. Spanish speaking would help, but not necessary. Write to: R.T., P.O. Box 1583, Antioch, CA 94509, or message phone (415) 778-3128.

**TRIMARAN**

29' (Nice tri), excellent condition, teak interior, ex. workmanship, S.F. berth, offshore sailed, 5 Lewmars, new sails, spinnaker, pole, autohelm, generator, sounder, RDF, sunlog, 3 burner, oven, awning, liveaboard, roomy, sails well all points. Asking \$1,400. Cliff (415) 495-3567.

**TIME SHARE 1983 HUNTER 31**

Memberships available. \$160/mo. plus insc. Sleeps seven, hot & cold pressure water, galley, head w/shower, electronics, diesel, stereo, pedestal steering. Alameda slip. Deb or George (415) 969-9992.

**WANTED — A CRUISING FAMILY**

Who needs young, experienced, well mannered crew that is bound for the world! Free as of January 1. Willing to work hard! Have references, many dreams. David Evaerts, 1500 Sheridan #G, Chico, CA 95926. (916) 893-0695.

**WINDRSE 5.5 (18' LDA)**

8' beam and fixed keel provide stability and safety. Roomy cabin sleeps four. Perfect first boat or family cruiser. Tows behind smaller car. Well cared for. \$6950 inc. sails, trailer, and 4 hp outboard. (916) 365-6525.

**SAIL MATES WANTED**

Have: J/24. Need: Co-Skipper and crew. To: Race ... to sail. Objective: Increase expertise re: racing; Sharpen skills; Share love of sailing. In Exchange: Boat maintenance help. Interested? Call Helen (415) 232-1441 evenings.

**FOR SALE**

Brit. self steering vane "Hassler" for 30 ft. boat, \$700. Anchor chain, proof coil 5/16", 160 ft., \$190. Anchor chain, proof coil 1/4", 80 ft., \$100. Spinnaker snuffer, \$95. 2 Solar stills, \$50/each. (415) 522-1561

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VHF Horizon 78 w/antenna. Sears 40 channel CB. Ritchie hand bearing compass, view finder model. Sextant, Davis Master Mark 25. Navigation books. All in excellent condition. 828-4130 (please leave message)

**ANXIOUS TO SELL**

1972 Sea-Tiger 41-foot ketch, priced to sell at \$69,500. In good condition; well-equipped for cruising and/or very comfortable live-aboard. In permanent berth at Berkeley Marina. Call 848-0966

**RANGER 23**

Excellent condition. VHF radio, depthsounder, cockpit cushions, etc. Boat has all equipment necessary for S.F. Bay racing or cruising. Presently located on Clear Lake. Price of \$10,900 includes one year berthing on lake if so desired. (707) 263-5565.

**7.5 H.P. HONDA OUTBOARD**

\$695 — Call (415) 965-1672 (evenings). Long shaft; alternator; includes Honda tank (3 gal.); only four months old with lower hours; eight months of Honda warranty protection left; will consider small 2-stroke as part payment.

**1980 ISLANDER 34 — LOADED WITH EQUIPMENT**

Vane, autopilot, dodger, dinghy, ham radio, cabin heater, and much more. Just returned from Hawaii. Includes a Monterey slip. \$53,000. Phone (408) 624-8340.

**1978 CRUISE READY ALBIN VEGA**

A sensible Swedish cruiser equipped and ready for world cruising — new sails, self-steering vane, forced air diesel heat, Volvo diesel, dodger, anchors, VHF, depthsounder, sunlog and much more. By owner \$23,500. (415) 521-4346

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Follow the sun and whales to Mexico aboard a comfortable sailing schooner. \$1650 includes all from Dec. 2 - Jan. 6. Other sea time available including 5 week leg home. Stone Witch, Pier 33, San Francisco 94111. (415) 431-4590.

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Bear Boat #27. Totally professionally restored. New frames, fastenings, chain plates, rigging (stalocks), rudder hardware, deck and cabin covering, sails, beautiful custom cruising interior and more.  
By owner. \$9,300.  
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"Bear Boats Forever"

**56' STEEL MOTOR SAILER**

We are moving, and can't take it with us. Steel work 95% completed. Located in Fort Bragg. \$46,995 takes it as is, where is.  
(707) 937-5785 evenings.

**1965 CHEOY LEE OFFSHORE 27**

Desperate to sell, wife, mother ready to kill husband, son if not sold soon. Excellent condition, new 13 hp Volvo diesel, 7 bags sails, 2 spinnakers, Dodger, full boat cover, loaded with cruising gear.  
Asking \$22,000.

Call 652-1699 or 932-1444 please!

**26' EXCALIBUR SLOOP**

Best, driest Bay boat this size. Active racing club. New 7.5 hp Evinrude. Inflatable dinghy, ladder and more. 110/12 volt, battery/charger. Berkeley berth included. \$10,000. Will finance at 10%.  
(415) 339-0607.

**RANGER 33 — GREAT LEASING DEAL**

For qualified skipper. Lease (1/3, 1/2, 2/3 time) this highly regarded yacht for half present day costs. Fast, safe, seaworthy; every creature comfort and sailing amenity. Sausalito berth. Don Norwood, (408) 735-8511 (e), (408) 733-1136 (d).

**59' SCOW — JUNK SCHOONER**

Perfect Delta excursion vessel. Junk rig. Hond. mahogany planked and frames, vertical stout handles and looks beautifully. 16' beam, 3' draft. \$120,000. (707) 778-8370.

**1988 SANTANA 22**

6 hp Johnson, excellent condition, great Bay boat or first boat, rigged for singlehanding. \$5,500 or best offer.  
261-6236 or 437-3648

**BABA-30**

Beautiful blue water cruiser/liveaboard. Maintained in excellent condition. Lots of extras. \$61,500.  
Call Larry (503) 283-5976 or (503) 231-3477.

**SANTANA 22**

1976 with fin keel in excellent condition. Little use. Head and Johnson 6 hp, many extras. Marin berth. \$6,200.  
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**"SALE OR TRADE"**

Westsail 39, Perry designed performance cruising cutter, extensively equipped. Asking \$105K or trade 45K equity for income property, Bay Area.

Evenings 482-3240.

**34' NICHOLS YAWL**

Built by Barney Nichols for himself in 1961. Marine plywood with a fiberglass sheath. Mahogany cabin, cockpit, interior and trim. Hull and rig solid. Needs new sails, paint. Asking \$25,000.  
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**ERICSON 27**

Excellent condition, very clean. Sails excellent condition (including spinnaker). Atomic 4, VHF, knotmeter, depthfinder, folding prop. \$23,000. Call 523-4545, 522-3700 x. 5033, ask for Jon.

**CAPABLE CREW**

Experienced woman sailor seeks competent, compatible skipper for daysailing, non-fanatic racing and, ultimately, offshore adventuring. Preferences for considerate, single, 35-45, quick-thinking, good-humored, able-bodied man with nice boat. Offering boat skills, good cooking, maintenance and more.  
(415) 845-1833.

**COLUMBIA 26 MKII**

Excellent condition, 11 bags of sails, VHF, depth finder, 7.5 hp Mercury, with electric start and alternator. This boat is fully equipped and in beautiful condition. Will consider trade.  
348-0491

**DUTCH BUILT GAFF SLOOP**

Well maintained 29' LOA teak planks, oak frames, copper rivet fastened, teak decks. Built 1933 by DeVries Lensch. Full cover, 6 hp OB, new cushions. Point Richmond berth. \$8,500.  
Call Jim 472-5382 eves.

**INTERNATIONAL FOLKBOAT 26'**

1978 F.G. sloop built in Sweden by Marieholm. Excellent bay/offshore boat w/full keel, VHF, inboard diesel, dual batteries, lifelines, dodger, and upwind Berkeley berth. Must sell \$19,000.  
758-6444.

**FOR SALE, 1978**

Tayana 37' cutter  
\$70,000

Call 769-9730 after 5 p.m.

**26' PEARSON "ARIEL"**

1963 fiberglass sloop with large cockpit for family daysailing. Sleeps four. Active class association for racing and cruising. Four sails, new 9.9 hp outboard. Alameda berth. Owner finance: 25% down, 10% three years.  
\$11,500.  
Larry (415) 254-5696 evenings

**CLASSIC WOODEN BOAT — BLACK WITCH**

Gaffed rig sloop. Ralph Winslow design. 32'x10'6"x5'3" - 9 tons. Westerbeke 107. Full cover. Superb craftsmanship, bristol. (415) 435-1433 (p.m.), (415) 393-0204 (a.m.)

**32' CRUISING YAWL**

Alan Buchanan designed, British built with proven offshore capabilities. F/G, teak decks, Saab diesel, Aries vane, Avon liferaft, Avon dinghy, 11 sails (4 new), Barient, new instruments, wheel steering, and more. Built and equipped for offshore cruising, can be ready to go again on short notice. Easy to handle, makes good Bay/Coastal boat. Anxious to sell. Call for details.  
(415) 254-8451.

**'74 FORMOSA 41' KETCH**

Garden full keel world cruising yacht now avail. New items: Perkins 4-107; H/C press. water, dig. fatho/sum log; Dicker-son fireplace, hull LP paint. Extras: Marinetics power sys. w/dsl. gen., refrig. Great liveaboard. Tiburon berth avail. Ready to return to So. Seas. \$70,500. 453-1455, 457-9277.

**KETTENBURG 40**

1961, outfitted for cruising, beautiful condition, Aries, Faryman diesel, 9 sails, VHF, S/L windlass, 250' 3/8 Campbell, instruments, Avon, 4 anchors, safety and navig. equip. Surveyed excellent. \$42,500/B.O. Derek (415) 383-8465.

**CLASSIC RHODES 39'**

Sausalito berth; replanned new alum. mast, s/s rigging, 1977, new stern/transom 1982, 7' cockpit, lifelines & pulpits, Shipmate L.P. stove/oven, s/s sinks, sleeps 4, 65 hp Universal. Needs varnishing of cabinhouse. Reduced to \$39,500.  
355-5831

**NOR'SEA 27**

Reliable partners wanted. Classic 27' blue water pocket cruiser. Loaded. Choice Sausalito berth.  
383-4339.

**CHEOY LEE 25'**

Very good condition. Teak through-out. Built 1957. CB radio, three sails, Evinrude OB. No reasonable offer refused. Walt, (415) 522-3674.

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\$1.50 + \$8.50 postage/handling (ho, ho)  
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P.O. Box 1678, Sausalito, CA 94966



**45' KETCH 1981**

Beautiful, fast, comfortable, center cockpit. Mint condition after two years in South and Central Pacific. Fully equipped, SatNav, Ham radio, etc., etc. Ready to take off. Bargain price \$120,000 by quick sale. (206) 323-0680.

**SELLING PARTNERSHIP**

26' Pearson Commander, fiberglass, full keel, stiff cruiser. Large cockpit perfect for daysailing. Sleeps 4, San Francisco Marina Green berth (worth as much as boat). Partner sails during week; you get weekends. Good first boat. \$4,500. (415) 282-7912

**23' PAC MAR POCKET CRUISER**

Built in Seattle 1975. F/G sloop with lots of new rigging, new mast, VHF, RDF, 6 hp outboard. Seeking partner to buy in and share expenses or sell for \$5,500. Berthed in Santa Cruz. (408) 425-4753

**WILDERNESS 21 WITH TRAILER**

Excellent condition, Mylar and Dacron sails, spinnaker, depth sounder, VHF, knot and log, outboard, Dodger, Nav. lights, shore power, internal halyards, anodized spars, set up for single handed. Vallejo Berth. Must sell, \$8,500. Call (916) 534-3564.

**BALBOA 26**

Evinrude 9.9 elec., trailer, pulpits and lifelines, stove, head, new curtains, jib-furling, fresh bottom, very clean, lotsa extras, \$12,900. (415) 943-1808.

**ISLANDER 36**

Beaut. maintained, sleeps 7, compl. Signet elect., VHF, Perkins dsl., 8 Lewmars, 5 DeWitt sails, Spinnaker, hot water, shower, fridge, oven, standing headrm., teak int., deluxe 4-speaker stereo sys. Excellent offshore boat priced below market for immed. sale. \$64,500! (415) 441-4001.

**CRUISING CREW**

Woman, 29, seeking transPacific passage winter '83-84. Offers crew/cook/maintenance in trade. Intelligent, responsible, enthusiastic, experienced sailor. Ready to go now — will help you prepare. Reply to P.O. Box 51465, Palo Alto 94303.

**PEARSON 30 — COASTER**

"Arosa" is a F.G. full keel sloop built by Allied Gruman in 1966. New rigging in 1979, working jib, genoa, VHF, knotmeter, D.S. dinghy, cockpit cushions, pressure water and sleeps 6. \$21,500. (415) 521-9371 (e) / (415) 521-8631 (d).

**DRASCOMBE LUGGER**

Traditional yawl rig 18'9" trail and day sail boat built in England. Beautiful, strong F.G. construction. Luggers have made notable voyages incl. Webb Chiles "Open Boat Across the Pacific". Ideal stable, family day sailer with roomy, comf'y cockpit. \$5,900/o.b.o. (916) 481-3545 (eve).

**MARINE DOCUMENTATION**

SANDRA K. HANSEN  
Attorney at Law

1120 Ballena Blvd.  
Alameda, Ca. 94501

521-5500

**SANTANA 22**

Best of the pocket cruisers. 7 sails including spinnaker. Rigged for singlehand, 6 hp O/B. Canvas cover, new upholstery. Many extras. Berth available. \$6,200. 927-0520, 927-0160.

**35' NAPA YAWL**

Eldridge-McInness design, mahogany on oak, refitted 'B1-'82, surveyed 'B3, full cover, sail covers, new main and mizzen sails, VHF, RDF, D.S., extras. Must see to appreciate. Asking \$33,000. (415) 754-6024.

**FOR SALE**

20' Bristol Yacht. Full keel (1350 lbs.). Draws 23". All fiberglass. Sails inc. spinn, good condition. Set for single handed sailing. Sleeps two. \$2,700 or B/O. Douglas 322-3211

**APHRODITE 101**

33' Danish-crafted sloop. Easy to cruise/race with self-tacking jib. Beautiful and fast. Diesel, North sails, raced competitively in PHRF. J. Div. Champ. Call Greg Warner. (415) 947-1919 (d) or (415) 93B-45B9 (e).

**TIME SHARE ME**

I'm a Ranger 33 berthing in Emeryville Marina. My owners want to share me. They only sail weekends. I have a 110, 130, and Gennaker. (916) 483-5573 (days).

**ALBERG 30 — \$30,000**

This one-owner, mint condition, Canadian classic has full keel, North sails, no. 22 S/S two-speed winches, Atomic 4 (only 130 hours) and many extras. A beautiful super-built but little used f/g racer/cruiser. Owner: (415) 924-2036.

**OLSON 30 NO. 52**

Immaculate, Volvo IB., 11 sails, new Colorox bottom, Trailrite trailer, custom interior, custom sparcraft rigging, fresh water sailed, max. canvas, 8 Barient, Data Corinthian gauges, solar panel. It's all there — best Olson available. Must see. Asking \$34,500. Jim (916) 541-0176, (702) 58B-6211 x. 53.

**ISLANDER BAHAMA 24**

Great Bay sailer, full keel, large cockpit, head, galley, pop-top, sleeps 4. In excellent condition, extras include: VHF, stereo, new genoa, galley stove, elec. bilge, 6 hp OB. Must sell \$5,500. Mike 956-6792 (d) / 521-3893 (e).

**1981 CATALINA 30**

Lightly used and well maintained; like new. Loaded: diesel, furling, wheel steering, VHF, knotmeter, depthfinder, H/C water, shower. Alameda. Must see to appreciate. \$38,500. Call 283-0379 evenings.

**NUNES BIG BEAR HULL NO. 3**

Chimera (ex-Chantey). Teak decks, interior and deckhouse, VHF, depth, CQR, Shipmate cabin heater, 12v electrics. Full new boat cover, dodger, Master Mariner since 1978. Call Bill Belmont 626-5466 (e) or Mary Jo 567-8880 (d).

**CATALINA 30**

Yanmar diesel, alcohol stove, new bottom paint and batteries, holding tank w/thruhull, tiller, North main, Leading Edge 110/150, D.S., new K.M., VHF. Traveler control, Vang, back-stay tensioner, shore power, cockpit rigged. G.E. Robinson, (415) 447-5653 (e) / (408) 738-7475 (d)

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For \$1,800 or a good car, get 1/3 ownership of a fast, 26' wood Folkboat, outboard, radio, upwind berth in Berkeley, 33% upkeep, 100% pleasure. Excellent boat for learning and exploring Bay and Delta. Surveyed. (415) 431-2594.

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**OLSON 40 FOR CHARTER**

"AMBUSH"  
Mexican Races or Days on the San Francisco Bay  
Call Challenge Charters  
at  
435-2714 / 979-5786

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| <p><b>26' SLOOP FOR \$2,900</b><br/>     "PIC" class #23, mahogany on oak, built 1936, six sails, full cover. May be seen at S.F. Marina berth #665. Does not include berth.<br/>     (408) 354-8760.</p>  | <p><b>MOORE 24</b><br/>     Hull No. 1, five sails, good condition. Berthed at Berkeley Marina. Must sell. \$11,000.<br/>     Call 845-4911.</p>   | <p><b>30 BODEGA — FINISH INTERIOR TO YOUR SPECIFICATION</b><br/>     All the hard work finished, appraised \$39,000. 70% complete. See Pete's Harbor. Must sell! Be creative. All offers considered.<br/>     (408) 733-8701 evenings.</p>   |
| <p><b>NAVY SAILOR</b><br/>     Looking for liveaboard situation in exchange for maintaining boat. Willing to pay slip fees. Within the San Francisco/Berkeley/Alameda area. I am mature and responsible with references available. Contact Dan Trem, USS California CGN-36, FPO, San Francisco 96662 (415) 869-2861 Log Rm</p>   | <p><b>1981 CATALINA 30</b><br/>     Excellent shape. Tall rig w/bowsprit and oversized standing rigging. Scheel keel. Double jiffy reefing on main. North 110 and Geniker, Watts 70% jib. Midboom sheeting, wheel, pedestal guard, compass, blue hull, diesel, H/C pressure water (70 gal), head w/macerator pump, shower, shore power, dinette, stove w/oven, VHF, depthsounder, knotlog, masthead tri w/strobe, windex w/antenna, painted spars, halyard winches on mast, stainless mast stepplate, backstay adjuster, swim ladder. Must sell, new boat ready. \$33,450.<br/>     (916) 392-4405</p> | <p><b>RANGER 33</b><br/>     Fully race rigged by Gary Mull. 10 bags of North sails. Loaded. Excellent condition. Full electronics. New upholstery. Atomic 4, overhauled July 1983. For sale below market value with prime Sausalito berth. (916) 739-1482, (415) 673-6063, (415) 435-2079.</p>  |
| <p><b>31' STEEL SLOOP</b><br/>     Cumulant Class built by Van De Vlis '71 in Holland, Sausalito to berth, hard-chine, full keel, no leaks, Volvo Penta MD2 dsl., Simp.-Lawr. winch, Pathfinder windvane, life raft, dodger, Aeoleus dinghy, 7 bags sails, over 300' line, 250' chain, anchors, etc. Will mail specs.<br/>     (415) 331-0440 (e/wknd)</p>             |  | <p><b>RACE MYCO MIDWINTER SERIES FREE</b><br/>     Race/cruise/relax on San Francisco Bay aboard a well equipped, Oakland Estuary berthed, 1978 Ericson 27. The more you sail the cheaper it gets!!<br/>     (415) 339-2838.</p>   |
| <p><b>VINTAGE</b><br/>     Mariner 35 Wm. Garden ketch. New, redesigned teak cockpit. Newly painted exterior. Completely recaulked '83. Carvel planked mahogany hull. All mahogany interior. Perkins 4-107 diesel. \$42,500.<br/>     479-5546 / 457-3335.</p>   | <p><b>ROWING BOAT</b><br/>     Herreshoff/Gardner design. 16'9" x 3'10". Lapstrake planking on laminated spruce frames. Two rowing seats, one stern seat. Decks and flotation. Two 8' spruce oars with leathers. Dek-Oleje finish. Weighs 122 lbs. \$1700.<br/>     (415) 388-0900.</p>  | <p><b>30' PIVER TRIMARAN</b><br/>     Hauled June '83, West System, VHF, full galley, head, 2 queen berths, new wheel and pedestal steering, new ground tackle, new paint and woodwork in and out. Must sell today!<br/>     \$10,000 b/o. (415) 229-1613, (415) 283-7396, (415) 933-0950.</p>   |
| <p><b>ISLANDER 30 MK II PARTNERSHIP</b><br/>     1/3 interest for sale. Loaded with extras. Wheel, 4 sails including spinnaker and gear. New batteries and radio. \$2,000 down and share expenses. Approximately \$150 a month.<br/>     (415) 820-5954</p>  | <p><b>ARIES 32</b><br/>     Gillmer-design double-ended full keel sloop.<br/>     Beautiful Bay and offshore cruiser; Sausalito berth.<br/>     Excellent condition throughout.<br/>     (415) 383-8215</p>  | <p><b>ALBERG 35, HULL #35 — "HEYDAY"</b><br/>     Designed by Carl Alberg and built in 1962 by Pearson, this stoutly-constructed fiberglass sloop is ideal for offshore cruising. Atomic-4, 3 bl. wheel. Three jibs to 150%, plus 1 storm trysail and jib. VHF, depth sounder, Tillermaster, inflat. raft, 4 anchors, delta awning and cockpit table, O/B pole, 2-burner gimballed stove with oven. Documented. Approximate capacity 43 gal. fuel and 60 gal. water. Conventional layout, with 6 berths. Berthed Sausalito.<br/>     \$35,700.<br/>     (415) 332-2182</p> |
| <p><b>CHALLENGER 32</b><br/>     Sloop w/furling genoa, flasher, 70 hp diesel, new traveller system, wheel, new dodger/awning, VHF, RDF, knotmeter, depthsounder, pressure H/C, shower, refrigerator, battery charger, dinghy w/OB, teak/holly sole, mahog. interior. Great liveaboard in excellent shape. \$43,000.<br/>     (805) 644-2008.</p>                      | <p><b>CAL 30 1963</b><br/>     A capable full keel cruising boat, recent 20 hp Westerbeke diesel, extensive inventory includes full electronics, new VHF, RVG vane, 6 sails. October '83 survey appraised \$25,000, asking \$19,500.<br/>     (916) 441-1106.</p>  |  |
| <p><b>TARTAN 33 R</b><br/>     1981 33' S &amp; S designed f/g cruiser/racer in like new condition. 100, 130, 150, 3/4 oz., 1 1/2 oz., Lewmars, primaries self tailing, Combi, VHF, AM, FM cassette, hot pressure water.<br/>     Call (415) 796-3076 (d) or 651-8713 (e/wknds).</p>   | <p><b>SAILS FOR SALE</b><br/>     Santana 35, I=39", J=12.8'. Available: 150% blast reacher; 150% #1 heavy; 125% #2; 95% #3; combination staysail with wire luff; 1 1/4 oz. CRS. Conditions are good to excellent, all sails by North.<br/>     (415) 331-2791.</p>  | <p><b>20' SUPERCAT</b><br/>     By Boston Whaler, #F-17, launched 1980, never raced, white hulls/blue custom tramp, furling jib, new wires, triple traps, good condition, fast, durable, comfortable, roomy, the best of the day cats. \$8,000. Ed Sturges (619) 270-6955.</p>   |
| <p><b>MACGREGOR VENTURE 21</b><br/>     Retractable keel trailer sailboat. Several successful circumnavigations of Angel Island, veteran of cruises on Lake Tahoe and Delta. Would love to go to Baja this winter. Excellent overall condition. Lots of equipment included. 3 sails, 5 hp OB, trailer, etc. \$3500/B.O.<br/>     332-9231.</p>                         | <p><b>42 FT CASCADE</b><br/>     Roller reef jib. Sleeps 7. 2 heads, 1 shower. Perkins 107 engine. Propane stove and heater. 12 V refrigerator and freezer. Will take trade for down. Smaller boat, motor home, car, or ?. \$55,000.<br/>     (415) 574-4302, 364-0730.</p>  | <p><b>FOR SALE</b><br/>     Simpson Lawrence anchor windlass wildcat on port side, Gypsy 5/16" BBB chain starboard side. 12 volt complete with circuit breaker. Also can be used manually. Excellent condition. \$400. (707) 833-6967 or Windlass, P.O. Box 972, Eldridge, CA 95431.</p>   |
| <p><b>PATHFINDER SELF-STEERING VANES</b><br/>     Buy Direct From Manufacturer<br/>     "Successfully Used For Years"<br/>     Call Bill Paulson: 453-8722 454-9285<br/>     Western Sales Mfg. Co., San Rafael, CA</p>  |   | <p><b>HANDS-ON FUN.</b> Have fun learning heavy weather sailing, anchoring, navigation, spinnakers &amp; advanced skills. Join Solo TransPac skipper Mike Pyzel on a personally tailored Ocean training Cruise in Santa Barbara's offshore isles. Write or call PYZEL NAVIGATION, 86 Olive Mill Rd., Santa Barbara, CA 93108. (805) 969-4195 (24 hours).</p>   |
| <p><b>OLSON 40 "SPELLBOUND"</b><br/>     Available for Charter<br/>     Bay Races, Cabo, Manzanillo, Kauai or Maui '84<br/>     (916) 758-0700 or (916) 756-8297</p>   |   | <p><b>STUART E. RIDDELL</b><br/>     Marine surveyor and consultant<br/>     (415) 332-9036</p>  |
| <p><b>AWARD-WINNING CLASSIC</b><br/>     RUNABOUT RESTORATION PROFESSIONALS<br/>     We restore, repair, refurbish, sell and service wood and fiberglass boats.<br/>     Reasonable rates — free estimates and advice.<br/>     THE MARINE EXCHANGE / Licensed Marine Dealer<br/>     Sausalito — Lake Tahoe John D. Skoriak, USCG Licensed Captain (415) 332-9231</p> | <p><b>A SCHOOL IN YOUR MAILBOX?</b> That's right! Learn practical navigation from Solo TransPac skipper Mike Pyzel. Easy to follow home study course contains eight comprehensive and enjoyable charting lessons. Satisfaction guaranteed. Write or call for brochure. PYZEL NAVIGATION, 86 Olive Mill Rd., Santa Barbara, CA 93108 (805) 969-4195 (24 hours)</p>  |   |
| <p><b>SAIL CLEANING EAST BAY</b><br/>     1-week Repairs<br/>     523-9011</p>   | <p><b>Custom Boat Lettering</b><br/>     Order durable "Dry Paint" boat lettering.<br/>     Individually designed according to your specifications, selecting from over 400 color combinations on our convenient order form!<br/>     Registration numbers and specialty art too!<br/>     A TO Z Signs &amp; Graphics, 4635 Cabrillo, San Francisco CA 752-1071</p>   |  |

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|--|---|--|
| <b>WANT</b><br>37' to 40' fiberglass trawler or motorsailer. Can afford small down and about \$700/\$800 per month. Will negotiate any mutually satisfactory terms on right boat. Boat will be berthed at Stockton, CA. Bernie (209) 942-1089 anytime.   | <b>LASER</b><br>1974 Golden-Yellow hull, full Harken racing gear, self-bailer, two racing sails, full equipment bag. Hull and spars strong and in great shape. Also O'Neill Breezebreaker wetsuit. Best offer. (415) 461-9210 Neil.   | <b>1981 MOORE 24</b><br>Full North sails, 4 hp O/B, anchor, Signet knotlog, trailer. Excellent condition. \$21,000 or best offer. Days: John Schrum (415) 396-0104 / Vicki Schrum (415) 784-8012. Evenings: (415) 372-7029.  |
| <b>SANTA CRUZ 27</b><br>11 sails, hydraulic forestay, Stearns foil, 1981 4.5hp Mercury, Signet knotmeter, oversize spinnakers, Barient winches. \$16,500. (503) 289-8774 or (503) 226-2541.  | <b>WANTED — SAILING COMPANIONS</b><br>Aging skipper 32' sloop berthed Sausalito seeks develop regular crew for cruising S.F. Bay and limited offshore. Rare opportunity to learn sailing/boat handling for active, companionable females or young couples. Experience unnecessary, enthusiasm a must. Call Ray 479-4834.  | <b>COLUMBIA 26II</b><br>See Pineapple Ad, April '83. New rigging, custom boom, 7.5 Mercury, boat cover, all sails less than 3 years old, 3 jibs, tri-radial, knotmeter, compass, depth sounder, custom cushions. \$15,000. (415) 828-0491.   |
| <b>SAILOR'S DELIGHT</b><br>The pleasures of sailing, less of the headaches. Co-owners of Hunter 33 looking for two partners. Reasonable buy-in, small monthly payment. Fast Bay boat, excellent condition, recent haul-out, many extras. Richard Riley (408) 737-0124 (d); (408) 738-1780 (e) or (916) 333-4211.   | <b>CATALINA 30 — \$33,800</b><br>This fine 1979 Catalina is the best buy of '83. Owner anxious to sell, has new boat. This Catalina is fully equipped with Dodger, Danforth head, wheel steering, compass, knotmeter-log, wind speed Indicator, depth sounder, Atomic 4, new marine batteries (3), 3 burner stove with oven, extra water tank, new carpets, full teak main cabin, bow and stern anchors, Traveler controls, backstay adjust, and many more. Call (415) 522-6800 | <b>COLUMBIA CHALLENGER 24</b><br>New LPU, bottom paint; full lifelines, Sausalito berth. Excellent condition. \$8,000. (415) 388-9086.   |
| <b>BOAT TRAILER</b><br>EZ Loader Trailer. Good for 24'-26' swing keel sailboat. Fresh water use only. 4 adjustable posts, 2 axels, tires like new, surge brakes. \$1800 or make offer. Call (415) 345-1119.  |   | <b>33' ALDEN CUTTER</b><br>Bristol condition. Built 1941, Casey, Mass. Upgraded over last 10 years inc. 27 hp diesel, full electronics, new keel bolts re-fastened, etc. Ancient Mariner race winner. 7 sails, new covers, ready to go. \$31,500 or trade. (805) 653-2500 x.2948   |
| <b>1980 CAL 39</b><br>Brickyard Cove Slip<br>Want: 50% partner, (no cash down) or trade down, or sell<br>Days: (408) 298-5217 Tom  | <b>36' CAPE GEORGE CUTTER</b><br>"La Nui", finished by Cecil Lange. Cruising equipped. \$99,500. (808) 521-7610.  | <b>FATTY KNEES</b><br>8' sailing models (6 mos. old), complete with "cruise and carry" motor, \$1,000. Stainless steel davits 4' complete, \$350. Two Lewmar 40 winches, \$300. Call (415) 937-6495.   |
| <b>28' TRITON</b><br>Full keel racer/cruiser. Extensively customized for liveaboard. Depth, wind, knot, sum log, VHF, RDF, AM/FM. New LPU topside, extra sails include 2 spinnakers. Lots more. \$18,500. Steve 974-2489 (w), 346-1528 (h).  | <b>29-FT GAFF SLOOP</b><br>Built in Holland 1933. Teak planking on oak frames, copper rivet fastened, bright finished, mahogany interior, Point Richmond berth, full keel, lead ballast, full cover, new upholstery, sleeps 2, 6 hp Evinrude. \$8,500. 472-5382 eves  | <b>PEARSON 26 — FOR SALE</b><br>1976. Very well maintained. Has 15 hp Evinrude, 4 sails, etc. \$14,000. Call evenings (415) 548-6080.  |
| <b>NEWPORT 20, 1970</b><br>Recent rigging, 4 hp Evinrude, bow pulpit, halyards led aft. 3 sails, compass, accessories. Two boat owner must sell, asking \$4,400. 769-3834 anytime.   | <b>FLICKA — \$22,500 FIRM</b><br>Navic, Honda, furling rig, radio, RDF, compass, knotmeter, storm sails, genaker, 105 amp battery, Bruce and Danforth anchors, bilge pump, deep sink plus much more. Serious? This is your boat. (916) 383-4986 (d) Ask for Don.  | <b>FOIL LUFF TAPE I 52.8/J 16.25/P 46.2/E 12.4</b><br>Lt.I Dacron, \$500. Lt.I Mylar, \$700. H. I Dacron, \$500. #2 Dacron, \$400. #3 Dacron, \$400. #3 Mylar, \$1,000. Mainsail Dacron, \$200. Mainsail Dacron, \$300. 3/4 oz. Spinnaker, \$800. 1 oz. Spinnaker, \$800. Telephone 785-5850 or 582-1964 evenings.   |
| <b>35' ULDB CRUISER SONJAS SPIRIT</b><br>Coldmolded double ender by Gary W. Mull now being constructed, 30' LWL, 5200# displacement, 9'3" beam, fractional rig. For price options and details, write Don L. Macey, Box 581, Carnelian Bay, CA 95711 (916) 583-2263.  | <b>HOT LOVE AFFAIR</b><br>Wanted — or in lieu thereof a nice, experienced sailboat lady companion with sense of humor to accompany me to Greek shores via Panama ex San Francisco on Traveler 32 cutter. Exchange copy photo, resume and passport first letter. Please write Bob Weger, Box 31224, Honolulu, HI 96820.  | <b>INTERNATIONAL FOLKBOAT</b><br>Superb condition. "Shearwater" is for sale. This proven full keel, Swedish-built, Southern California veteran is totally equipped for cruising and racing. New BMW diesel, new custom dodger, ss frame, sail covers, cockpit cushions. Working sails and spinnaker in new condition. Full electronics: Impulse depth finder, Swoffer knotmeter, log, VHF, tape deck. Total safety gear for offshore cruising. Self-tending jib for ease of sailing. Investigate this one. \$23,500. Don Miller (415) 525-5862 |
| <b>26' PEARSON "ARIEL"</b><br>1963 fiberglass sloop with large cockpit for family daysailing. Sleeps four. Active class association for racing and cruising. Four sails, 6 hp outboard. Alameda berth. Owner finance: \$10,500. Larry (415) 254-5696 evenings.   | <b>SANTANA 22</b><br>North and Mitchell sails. Surveyed '81. 6.5 Evinrude. Depth finder, cps and stove. Excellent class racer. Built 1971. Buy now \$6,000. 456-9814 eves. Very clean!  |  |
| <b>BOATS FOR SALE</b><br>Columbia 24 — 5 sails. \$6,600.<br>Pearson 22 — 5 hp. \$6,000.<br>SAILBOATS SOUTH<br>(408) 226-4661   |   | <b>SKIPPERS NEEDED</b><br>Charter skippers and sailing instructors needed.<br>U.S.C.G. license required, will help prepare qualified applicants for Coast Guard test.<br>Contact D'Anna Sailing Co. (415) 261-3844.  |
| <b>TRISTAN JONES</b> now circumnavigating onboard <i>Outward Leg</i> offers autographed copies of his books, with label signed at sea, at actual position of the vessel when your radio-relayed request is received. Each book is unique, fit for special mariners' & collectors' libraries. Hard bound, "Ice", "Dutch Treat", "Aka", "Adrift", "One Hand for Yourself", "Steady Trade" & newly released, "Yarns". \$24.95 ea. Check or M.O. to Tristan Jones, c/o Seabreeze Ltd., 1256 Scott St., San Diego CA 92106. Delivery 1-2 mos. | J/24  | <b>PERFORMANCE YACHT CHARTERS</b><br>J/30 Olson 30 Ericson 33<br>For a race For a season<br>Or just for the fun of it<br>865-4447  |
| <b>1976 ERICSON 29</b><br>This fast 29 foot racer/cruiser is a trade in on a larger yacht. She is priced at a trade-in value of \$25,000 with slip if desired. For more information call: Pacific National Yachts, (415) 232-7778.   |   | <b>LOOKING FORWARD TO SAILING TO MEXICO?</b><br>Do you dread the return uphill or feel short of time? For expenses only I will return your yacht swiftly and safely, just to get out of the mountains for awhile. Excellent coastal background including singlehanding P.V. to S.F. Marine Insurance and Yacht Broker references upon request. Call or write Ed Marshall, P.O. Box 2701, Truckee, C. 95734. (916) 587-6057   |

**WOODEN DRASCOMBE LUGGER**

Built by John Elliot (England) 1979 to highest professional standards. 4 hp O/B, galvanized trailer, boat covers, boom tent, misc. cruising gear. A famous design. Immaculate condition. Asking \$7,500. Inquires: Robert Fraser, P.O. Box 27574, San Francisco 94127 (415) 332-9100; (415) 552-4500.

**ENGLISH 28' SLOOP**

Have to part with Atlantic/Mediterranean/Caribbean/Pacific Vet. heavy fiberglass, quality construction. Modified full keel, diesel, vane, windlass with all chain, liferaft, sunlog, propane. Ideal for 2-3. 8 bargain priced at \$24,000. Call Jim (415) 886-7151.

**TRAILER**

8x36 flat deck trailer with double axle and brakes.  
\$1,800  
Call Peter 332-5073 (work)

**WHY THE HELL IS CURT MUEHL?**

... he's the guy who showed up at the crew party looking for a slot either to or from Hawaii  
... says he has been sailing for 10 years on S.F. Bay, on lots of boats, from 21 to 44 ft.  
... looks to be in good health  
... is an engineer and can fix things  
... has a flexible work schedule  
... is old enough to be mellowed out  
... is a lousy cook.  
I think I'll call him (415) 965-6431 office, (415) 965-5336 secretary, (408) 226-0616 home

**ISLANDER 36 'INCISION' 1976**

Fully equiped w/main, 110% & 150% jibs, spinn., all spinn. gear, Atomic 4, 8 ardent winches, km, digital ds, VHF & RDF, stereo, press. water, CNG stove/oven, safety gear & more. Perfect bay/ocean cruiser/racer. Feat. Jan. '81 Latitude 38. \$66,500. (415) 324-8771 (e/wk); (415) 444-0560 (d).

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Nor-Sea's have a fine reputation as safe, easily handled ocean crossers and as comfortable live-aboard vessels. This is an exceptional one. Well maintained and well equipped. Many extras, many spares, dinghy, 4 anchors, etc. \$39,500. Santa Cruz (408) 423-6605 mornings

**INSTANT WINNER — 33' TARTAN TEN O.D. SLOOP**

Season champ 1979 - 1982 - 1983

One owner — retiring

9 ft. cockpit - 6 bunks - diesel

Fiberglass - full race - wind and speed

7 North sails

\$33,000. Owner will finance

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**24' GLADIATOR**

Must sell, leaving for Germany, boat is in excellent condition, Pineapple main, DeWitt genoa, depthsounder, 7.5 hp Honda OB, 2 speed winches, Richmond berth available. \$7,200. Call after Nov. 8. Hans 486-5770.

**NEEDED: SPECIAL SAILING LADY**

Now sailing Freya 39. Need resourceful lady. Share extended cruising/living in warm climates. Diving, study life in the sea and around its edges. No strings. P.O. Box 66, Pt. Richmond 94807, or visit "Goby", "E" dock, Richmond YC.

**1979 U.S. 250**

\$2,000 under market at \$12,500

Race rigged 25' f/g, o/b. Chrysler 7.5 hp.

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Is expanding its membership.

For further information regarding Northern California only Gay Boat Club, call (415) 753-5017.

**CHALLENGER 40 SLDDP**

Full keel, diesel, Kenyon wind gauges, VHF, RDF, 2 refrigerators, depthfinder, shower, 200 gal water, 5 sails, all teak-mahogany interior, 7 berths, stove, oven, battery charger, lots more. Great shape. \$80,000 firm. May trade. (408) 353-1015

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Aboard a Bristol Westsail 43 tall rig cutter, factory finished, all wood interior, easily handled by a couple, equipped for long distance cruising. Call for complete specifications. (213) 549-5582

**NORDIC FOLKBOAT — US80**

This Danish built Lapstrake classic is race ready, with new sails, new mast, new boom and new standing and running rigging, with new full cover and outboard auxilliary. Bristol condition, Sausalito slip. \$8,500.

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Very responsible nonsmoking professional will live aboard and take care of your boats, pets, etc., anywhere in the S.F. Bay area. Will pay your berth fee, do some maintenance, forward your mail, etc. Will not sail your boat (I consider that a 'no no'), but will enthusiastically crew when you sail (if you're still in the area). Note, all other yacht owners: I am also available for offshore crewing when not boatsitting (prefer So. Pacific, Caribbean, Hawaii). (415) 254-5935; ask for Chandler or leave message on my answering machine.

**41' KETCH CHEOY LEE OFFSHORE — '77**

Better than new. Original owner has given her lots of TLC. Has dodger, auto pilot, EPIRB, AC Fridge, etc., re-rigged, rewired, 95% ready for cruising (We can't go). Ideal live-aboard. Asking \$83,500. (415) 790-0284, (415) 794-0749 msg.

**26' COLUMBIA MKII**

VHF, custom cabinets, 110 shore power, club jib, working jib and genoa, great Bay boat. \$10,400 OB/O. John (415) 897-0419. Must sell. Moving to Sacramento.

**1982 HOBIE 33 WITH TRAILER**

Hull 14, '83 10 hp Honda OB, 4 sails, 1 spinnaker, portaportie, VHF, depth sounder, knotmeter, compass, sea swing stove, mast raising bridal. Excellent condition. Must sell due to job commitments. Surveyed at \$46,750, sell for \$43,000 or 8/O. (707) 554-4503.

**CAPE DORY 25' 1980**

4 sails, VHF, depth sounder, many extras, excellent condition, \$16,500. Trade equity for daysailer with trailer. (707) 554-8837.

**1980 CRUISING SLOOP**

Leaving country, must sell. Roberts design cruising sloop. Bought at Newport Beach Boat Show. Comfortable, roomy, sleeps 5. Head, galley, butane. Rigged for single handing, berth available, VHF, DS, ref., shoal draft. 6' headroom. More. Was \$14,500, now \$12,500. (408) 475-4142.

**NEWPORT 28**

1978 diesel auxiliary sloop.

C&C design — Excellent condition

Boat Show boat with many extras. Competitive, fast, fun, commodious. Galley, head, sleeps six. Asking price \$26,000. (415) 752-6878

**NORDIC FOLKBOAT U.S. 67**

Off-white LPU topsides, full boat cover, 6.5 hp outboard, 2 sets of sails, spinnaker, knotmeter, compass, new deck, new standing rigging, recent survey. Downing Smith 492-9800 (d), 522-7380 (e).

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Oakland Yacht Club, Pacific Marina, Alameda, is replacing two piers in November and must dispose of them. These are fixer-uppers which can be towed away intact or in pieces.

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| <p><b>FOR SALE — COLUMBIA 26 MARK II</b><br/>Sausalito berth, inboard, 6 Bariant winches, spinnaker, two jibs, Avon redseal dinghy, EPIRB, deluxe interior, fathometer, Tillermaster. \$14,400. Call 435-5206 or (707) 987-3741.</p>   | <p><b>'RENEGADE-SERAFFYN' SISTERSHIP</b><br/>Lyle Hess gaff-topsail cutter, 24'5" x 9'4"8", new, built by Robert Darr, traditional wood construction, ready to sail less interior, to be custom finished at owner's option. \$18,000.<br/>(415) 459-8651</p>   | <p><b>SOLING</b><br/>US 368, '70, 7 sails (3 new), rebuilt '81 with all Harkin hardware, new Abbott spar, all new lines, galv. trailer, fast upwind, \$5,500.<br/>(916) 525-6107.</p>   |
| <p><b>CLASSIC MERMAID SLOOP</b><br/>Built in Denmark with 20'4" of beautiful lines and full keel. Seaworthy lapstrake hull with copper rivet fastenings. Honduras mahogany brightwork; cabin will sleep 4. Many extra cruising touches. Upwind Berkeley berth. (415) 526-5432.</p>   | <p><b>J/24 — ANXIOUS TO SELL OR TRADE</b><br/>Lake sailed only four months a year, #244 East Coast, many extras, very good condition, including digital signets, trailer, micron bottom, faired keel, could be a good buy for someone.<br/>(916) 542-1023</p>  | <p><b>1979 O'DAY 23</b><br/>Lightly used and well maintained, like new. Freshwater berthed at Folsom Lake near Sacramento. 7.5 hp Honda OB, North 150% Genoa, Neil Pryde main and jib, trailer. \$14,500/offer. (916) 454-3855 or (916) 972-1011 (days).</p>  |
| <p><b>GOLDEN GATE NO. 11</b><br/>"Lively Lady", 24' wooden hull; floating, ready for restoration by dedicated wooden boat lover. Best offer. 332-6789.</p>   | <p><b>CLASSIC HERRESHOFF H-28 KETCH</b><br/>Full keel, mahogany planked, Atomic 4, chart table, head, galley, 7 sails, huge inventory, hauled and painted August 1983. A famous class in excellent condition. Asking \$19,000. Ask for Bob Louden at (415) 326-7780 days, (408) 867-1904 nights.</p>   | <p><b>RANGER 23</b><br/>Excellent condition — race &amp; cruise equipped. All controls led to cockpit with seven Lewmar winches. North sails/racing main, jib, &amp; spinnaker along with 2 sets of cruising sails. Sausalito berth included. \$13,500.<br/>(707) 838-7744.</p>   |
| <p><b>RHODES 19 FIBERGLASS CRUISING SLOOP</b><br/>Sleeps 2 in small cabin, head, self-bailing cockpit. New: bottom/interior paint, stainless rigging, 3 sails. 5½ hp Johnson outboard. A clean, fast, stable, dry baysailer. \$1,400/trade for van/marine equipment. (415) 361-1318.</p>   | <p><b>CATALINA 22 WITH TRAILER</b><br/>Good Bay boat, good first boat. Swing keel, VHF radio, rigged for single-handing, Johnson 6 hp, hauled 5/83. Ballena Bay slip available.<br/>\$6,500.<br/>Jon (408) 988-6800 x122 weekdays / (408) 247-3587 eves.</p>   | <p><b>CATALINA 30 — ASKING \$33,000</b><br/>1975, Atomic 4, dinghy, anchors, extra sails, 3 burner stove/oven, woodstove, all electronics, new upholstery inside and out, new carpet, new curtains, used boat, new condition, in Rio Vista.<br/>(707) 374-5541.</p>   |
| <p><b>CLASSIC CRUISE — BRISTOL 32</b><br/>1979 Sloop, Ted Hood design, full keel, 22 Yanmar diesel, pedestal steering, interior and exterior teak, VHF, RDF, depthsounder, knotmeter, excellent ground tackle, windlass, Avon Redcrest. \$46,500.<br/>(805) 642-2582.</p>  | <p><b>28' WOODEN CRUISING CUTTER</b><br/>No-nonsense cruise ready Mexican Vet. An affordable complete cruiser with Berkeley upwind berth. Excellent condition, beautiful lines w/bowsprit, boomkin, transom stern, boom gallows, strong easy to handle cutter rig, 8 bronze opening ports. Comfy, warm interior, full size chart table, Kero, stove/heater, lamps. 60 gal. water, excellent sail inventory, Say's self-steering, Avon liferaft, Montgomery dinghy, dodger, all channel VHF, RDF, EPIRB, Solar panel, 3 Sestrel compasses, Freiberger sextant, windlass, anchors, etc.<br/>\$28,000/o.b.o.<br/>Sacramento (916) 481-3545 (eve).</p> | <p><b>CAPE DORY 36</b><br/>Cutter-rigged full-keel classic designed by Alden. Extra equipment includes CNG stove, 110 shorepower, custom sails/covers, VHF, log, depthmeter, ground tackle land safety equipment. This 1983 model is an excellent buy at \$92,000.<br/>(415) 591-4879 (eves)</p>  |
| <p><b>SAILBOAT WANTED</b><br/>Will trade equity in three acres of heavily wooded Nevada City property (in Sierra foothills) for approximately 22'-27' sailboat. Property great "get-away" or investment. Let's negotiate!<br/>Call (916) 265-6532.</p>   | <p><b>1960 CHRIS CRAFT 36'</b><br/>Boat is berthed at Lowry Yacht Harbor, good liveaboard boat or ready for new motors. All offers will be considered. Call (415) 459-8791</p>   | <p><b>SANTA CRUZ 27</b><br/>Never sailed, strong hull — owner builder. Brunzeel interior. Includes sails, North main, Watt spinnaker and perfect looking 150 jib by Watt. Mast, boom, chainplates, handrails, track, traveler and some deck hardware. Includes trailer. \$10,000.<br/>Paul (408) 426-6742 / Tom (408) 353-4105.</p>           |
| <p><b>SEEKING FEMALE PARTNER</b><br/>Leaving late November for Mexico. I am looking for a partner to share the highs and lows of cruising. Experience not required. Windsurf, snorkel, etc. Let's go play in warm, clear water. Call Randy at (415) 523-3644 or leave mess. at 523-8709.</p>   | <p><b>1960 CHRIS CRAFT 36'</b><br/>Boat is berthed at Lowry Yacht Harbor, good liveaboard boat or ready for new motors. All offers will be considered. Call (415) 459-8791</p>   | <p><b>CAL-20</b><br/>Evinrude 6 hp, 2 sets of sails, rails, pulpit, Danforth anchor, berth, completely equipped, many extras. (415) 641-0281 evenings (after 8 p.m.)</p>  |
| <p><b>TRIPLE SEC</b><br/>25' Piver trimaran with 110, 130, spinnaker and main. VHF, compass, Honda 7.5 hp and Richmond berth. She's fast and fun and needs a new home, now!! Priced right at \$4,000 but will consider offers (a Laser would be nice). 934-5197.</p>   | <p><b>ERICSON 29</b><br/>1974 sloop featuring lg. cockpit with wheel steering for day-sailing/cruising. Excel. liveaboard. 30 hp Atomic 4. New electrical system: shore power, battery, charger, navigation, interior lights. VHF, cockpit awning. Recently hauled/surveyed. Alameda berth. \$28,000.<br/>(415) 254-5696</p>   | <p><b>'FANTASIA 35'</b><br/>Luxury liveaboard equipped for cruising. Custom teak interior full dodger, microwave, propane stove, stereo, AC/eng. ref., cutter, 6 sails inc. spinnaker, RDF, VHF, fathometer, sep. aft cabin, bristol condition. Reduced from \$89,000 — make offer. Barbara Mirsky (415) 332-4071 (e), (408) 727-8082 (d)</p> |
| <p><b>54' PETER NOBLE SCHOONER (REPO.)</b><br/>Ferro Cement schooner professionally built 1971 by Fair Fiber Products. The accommodations incl. 2 dbl. staterooms, 3 single, 4 crew. 2 heads, 1 w/g. shower. Full galley w/dining area. GM dsl. engine, 5 sails, 2 KW generator, Autopilot, RDF, anchor windlass, VHF, 2 fathometers, much more. Super value, \$55,000. Recent survey/new paint. Call/write: SHELTER COVE MARINA, 2240 Shelter Island Dr., San Diego CA 92106 / (714) 224-2471</p> | <p><b>LEARN COASTAL SAILING</b><br/>45' sailing ketch "Adventure" wants six sincere beginners or advanced sailors to spend two intensive learning days and nights practicing offshore skills, ship handling, piloting, etc. November/December reservations for an unforgettable cruising weekend.<br/>(415) 421-8389</p>   |   |
| <p><b>PROFESSIONAL DIVING SERVICES</b><br/>Call Joss Wilson<br/>Three years experience</p>   | <p><b>NOR-CAL COMPASS ADJUSTING</b><br/>Magneuto™ System Exclusively<br/>1. Boat Remains in Berth<br/>2. Owner's Presence Not Necessary<br/>3. Eliminates Deviation<br/>Dick Loomis (415) 453-3923 days or eves</p>  |   |
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| <b>FOR SALE</b><br>Roberts Maritius 45 Hull. C-Flex, Fiberglass. Solid Professional Layup. (415) 349-1735 or call (415) 570-6632 and leave message on my business tape answering machine.   | <b>HI-SEAS DIESEL HEATER</b><br>Never used, still in carton, stainless steel bulkhead mount heater, 3,500 to 15,000 B.T.U. output. Burns diesel/stove oil/kerosene. Includes Charley Noble coachroof fitting \$250. Call Mike (415) 573-9216 after 6 p.m.  | <b>28' TRITON</b><br>Full keel racer/cruiser. Extensively customized for liveaboard. Depth, wind, knot, sum, log, VHF, RDF, AM/FM. New LPU topside, extra sails include 2 spinnakers. Lots more. \$17,500. Steve 974-2489 (w) / 346-1528 (h).  |
| <b>1979 LANOFALL 39' PILOTHOUSE CUTTER</b><br>Great sailing cruiser, 60 hp Isuzu engine. Excellent for live-aboard, hot and cold pressure water, teak interior, well maintained. Must see to appreciate, has been used as demonstrator. \$75,000. (408) 988-1173.                             | <b>1977 CHRYSLER 22 SLDOP</b><br>VHF, 7.5 Honda O.B., fixed keel, main, lapper, storm-jib, furl gear, sleeps 5, dinette, porta-pot, cooler, stiff boat. As new to A 1 condition. Glen Cove slip available. \$8,975/offer. Phone (916) 624-3072 eves.   | <b>ISLANDER 30 MK II</b><br>Many extras. Wheel, 4 sails including spinnaker and gear. New radio and cockpit cushion and all teak Helmsman seat. Must sell by December 1st. \$24,500/Offer. (415) 820-5954.   |
| <b>MOORING</b><br>For sale or rent — Pillar Point Harbor<br>\$1,500 or \$30 per month<br>John (415) 728-7513  | <b>26 FOOT BERTH AVAILABLE</b><br>In San Rafael from November to March. \$75 per month. (415) 457-3911 evenings  | <b>ALUMINUM MAST</b><br>41' mast, single section custom extrusion, 7 1/4" section, excellent condition (new). Pre-drilled for internal halyards and mast tangs. \$650 or trade for wooden spruce mast of equal condition for classic yacht. 332-9231 (message anytime).                                |
| <b>ERICSON 27 SAILING CLUB</b><br>Race/cruise/relax aboard a well equipped, Oakland Estuary berthed, 1978 Ericson 27. The more you sail the cheaper it gets!! Call now, race in the MYCO Midwinter series for free. Experience and qualifications required. (415) 339-2838.                   | <b>NATIONAL ONE DESIGN</b><br>17' centerboard sloop. F.G. over wood. Aluminum mast, DeWitt sails in good shape, with trailer, ready to sail. Could use a coat of paint. \$1250. Call John at the Boater's Friend 848-4024.   | <b>ORION 27</b><br>Pacific Seacraft cutter. Quality equipped and well maintained. (415) 726-6778   |
| <b>"SOPHISTICATED LADY"</b><br>C & C Landfall 38, interested in equity partnership or sale. Perfect condition, full electronics, tri-cabin design, sleeps 8 with privacy. Perfect for weekends on the Bay or cruising the coast and beyond. John: (408) 446-0650 or (415) 547-3923.           | <b>CATALINA 27</b><br>Bristol condition 1976. Traditional interior, 3 burner stove w/oven. DeWitt sails and covers. Jiffy reefing, 100, 155 drifter, 2 speed Barient, knotmeter, sounder, windex, VHF, cockpit cushions, 15 hp elec. start Evinrude. \$16,500. (415) 454-3935  | <b>CUSTOM 32' ULDB</b><br>3000#, Loran, VHF, O.B., new sails. Excellent race record. Great Kauai TransPac boat! Bill (408) 475-9590.   |
| <b>HERRESHOFF CAT KETCH 31</b><br>Beautiful, comfortable, fast, 1982 cruising ketch. Full electronics. Unstayed masts, wishbone booms. Diesel w/Martec prop. Sleeps 5. Tanbark sails. Much equipment. Great price reduction. \$45,000. Will consider 1/2 partnership. (415) 493-5923 evenings | <b>HOUSEBOAT</b><br>With berth. Gorgeous views of Marin hills. Ample decks. 50'x17' overall. \$160 per month berthing, including utilities. Owner must reluctantly sell at \$15,900. (415) 234-5335.   | <b>8' SAILING PRAM</b><br>Plywood construction, rudder, dagger board, Gunter rig sail, sculling oar \$110. Also Navy life boat compass, miscellaneous manila line and Kapok life jackets. (415) 344-2353.  |
| <b>CAL 30 '63</b><br>New Zealand and Hawaii veteran, strong fiberglass full keel design, extensively equipped, 20 hp diesel, self-steering, 6 sails, VHF, speed/log, DF, Oct. '83 survey appraisal \$25,000, must sell \$19,500. (916) 441-1106.  | <b>WANTED: ADVENTUROUS LADY</b><br>(Prefer 30's? non-smoker). Cruise with me, a competent sailor, aboard my Freya 39, a seaworthy sloop to Mexico, the Caribbean, and/or Hawaii. I'm 45 years young, physically fit and easy going. Let's meet. Contact Tony Raimondo, (619) 222-1186 (msg.) or P.O. Box 60025, San Diego, CA 92106. | <b>RAWSON 30</b><br>Open boat November 19 & 20. Dock H, Loch Lomond Marina, San Rafael. Custom boat. Mahogany & teak interior. Teak exterior trim. Volvo diesel. Heavy duty rigging. Extensive inventory. Boat is in pristine condition. \$33,900. (415) 457-0615                                      |
| <b>FOR SALE</b><br>1 - 8 man liferaft canister \$600; 1 - 2 piece folding wood dinghy \$400; 1 - 2 1/2 gal. LP tank \$20 each. Mon-Fri. 5 to 9 p.m. Phone (415) 665-6556.   | <b>WANTED TO BUY</b><br>Pr. men's original light-weight rubber Sperry Top-Sider Sailing Boots. Made in the U.S. about 1971, solid black, white squeegee sole and heel. Will pay \$50. Med. or large. Write Sperry, 527 Wellington, Seattle, WA 98122, (206) 325-0723.  | <b>BLUE WATER SAILOR SEEKING PASSAGE</b><br>To Costa Rica. Share expenses. Steer, fix engine, navigate, clean head, cook (preferably different sequence). Assist west-east delivery and/or Canal transit. Functional Spanish. References. E. Carr, 113 Shore Drive, Bremerton WA 98310. (206) 377-0227 |
| <b>NUGGET PINER</b><br>25' trimaran. Stainless steel rigging, aluminum mast, new bottom job, new O.B. motor, in dry dock now, asking \$5,000. Craig Swift (415) 488-0522  | <b>CORONADO 23</b><br>New sails, new sail covers, new keel bolts, 7.5 Mercury elec. O.B., alcohol stove, kero. heater, sounder w/alarm, marine radio, Bimini top, hatch screens, much storage, excellent Bay/Delta cruising sloop, excellent condition. B.O. over \$5500. (408) 248-1391.  | <b>SNIPE</b><br>1967 15 1/2' fiberglass one design. Trailer, new sails, newly varnished trim and good condition. A fast fun sloop rigged dinghy for 1-4 crew. You'll never find a better price, \$800. (707) 448-4792  |
| <b>WESTWOOD SAILS</b><br>fast, well made sails, recutting and repair<br>331-7137<br>located at B & L Sails, I.C.B., Sausalito   | <b>MARITIME ATTORNEY</b><br>Resolution of Construction, Repair, Collision and Lien Disputes for surveyors, owners and builders for over 20 years.<br>William E. Vaughan, Esq. 17 Embarcadero Cove, Oakland 532-1786<br>Thirty-six years of Bay racing and cruising!  |  |
| <b>FOR SALE</b><br>30 ft. sturdy double ended Bay sloop, basically sound but neglected, needs hours not dollars to renovate. \$2,000 with four bags sails. Also 13 foot fiberglass runabout, needs only paint, \$200.   | <b>SAUSALITO MOORING — \$75 PER MONTH</b><br>Closed in secure fore-aft mooring at Schoonmaker Point, Sausalito, dinghy landing dock. Also dry land boat storage, \$35-\$50 per month<br>Contact Property Manager, Schoonmaker Point Properties, 332-2566   |  |
| <b>TROPIC BIRD MARINE</b><br>CONSULTANT<br>Design — Construction — Surveying<br>Specializing in Taiwan-built boats.<br>Brian Saunders, 19 Toh Heights, Singapore Telex RS 20855   | <i>Sail On</i><br>Peg Blair  | : and leave all your personal business management to us;<br>banking correspondence mail forward<br>many other custom services<br>(415) 332-3110 Sally Austin   |

**MOORE 24**

Winner Corinthian Mid-Winters '83 Champion Bay One-Design class. 2 years new. Full race equipment. New North 95% and spinnaker. Micron 22 bottom. Sausalito berth. \$18,500.

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**PARTNER WANTED**

One or two compatible partners wanted to share Hans Christian 43 cruising sailboat. No equity required. Share expenses and use. Sausalito berth. Call 332-9005 (d) or 388-5321 (e).

**HANS CHRISTIAN 43**

1981. Beautiful cruising cutter. Well maintained. Will sell well below cost. Upgraded equipment. Low engine use, sails well.

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ODCA Season Champion 1979 - 80 - 82

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Unique tiller steering but diesel power. 4 mains. 8 headsails — 5 spinnakers. Electronics and lots of stuff. Teak interior — recent haulout — beautiful condition.

\$34,500.

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Available for inspection in San Rafael

**EXPERIENCED SKIPPER**

Mat./respon. 30+ yrs. sailing exper. Masters ticket (Australia). 50,000+ m. sailing in So. Pac. Ocean racing exp. Competent boatbuilder/engin./electr. Mngd charter fleet, admin. navig./sail school. Want perm. berth/exten. cruising. 410/A 18th Ave. E. Seattle 98112

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**FLYING JUNIOR**

2 sets of Pineapple sails. Measuring certificate. Cover, trailer. Great for beginning sailors.

\$1,300/negotiable. Must sell.

Rob (415) 479-9261

**INGU**

Metzler Tender I inflatable, new, never used, \$800 firm. Shipmate 2 burner alcohol stove, like new. \$100 firm.

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**WANTED: MONITOR WIND VANE**

For sale Seth Thomas Bell Clock & Barometer set \$225. Martec Mark III folding prop. 16" dia.x10" pitch, \$175. Blaupunkt CR400 auto-rev. stereo, \$145. Ask for Steve Watson, (415) 869-2780 (w) / (415) 522-1580 (h).

**CRUISING KNARR**

30' New bottom/topside paint. Completely re-fitted. Mast bleached re-varnished. 5 sails. Alameda berth. Ready for wood boat lover to complete interior & cockpit. This boat has beautiful lines & sails like a dream. Must sell \$4,250.

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**MORGAN 38 PARTNERSHIP AVAILABLE**

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**ADVERTISER'S INDEX**

|                             |        |                                |         |                              |         |                                 |            |
|-----------------------------|--------|--------------------------------|---------|------------------------------|---------|---------------------------------|------------|
| Al's Marine Store           | 9      | California Sailing             | 87      | Martec Engineering           | 66      | Seabreeze Boat Yard             | 14         |
| Anchorage Marine            | \$1,89 | Capital Insurance              | 52      | Maritec                      | 54      | Seapower                        | 78         |
| Atlantis Foul Weather Gear  | 36     | Capt'n Neill                   | 158     | Maskell Marine Services      | 57      | Serve Underwriters              | 32         |
| Azimuth Press               | 49     | Cas' Marina                    | 45      | Morgan's                     | 80      | Sea Haven Marine                | 202        |
| Bailiwick, Inc.             | 133    | Charter Mexico                 | 9       | McGinnis Insurance           | 31      | SeaWood, Inc                    | 37         |
| Barbary Coast               | 202    | Chartguide Ltd                 | 133     | Nadalin Yachts               | 202     | Ship's Chandlery                | 71         |
| Jack Barr Yacht Sales       | .77    | Chase Manhatten Financial Svcs | 29      | New Wave Yachts              | 72      | Skipper's Yacht Sales           | 206        |
| Basin Boatworks             | 72     | China Diesel Imports           | .93     | Nicro/Fico                   | 102,171 | Slocum Yachts                   | 54         |
| Bay Riggers, Inc.           | SS     | Chuck Roast                    | .30     | Nikko Enterprises            | 35      | Smith & Co                      | 68         |
| Baytronics Corporation      | .88    | City Yachts                    | 207,208 | North Sails                  | 21      | Sobstad Sails                   | 41,43      |
| John Beery Yachts           | .22    | Club Nautique                  | .47     | NCMA                         | 34      | Spar Trek                       | 74         |
| Berkeley Marine Center      | .86    | Clock Shop, The                | .70     | Ocean Yachts                 | 62      | Speedsailing Specialists        | 179        |
| Blue Dolphin Yachts         | 203    | Cruising Associates            | .204    | Oceanic Society              | 62      | Spinnaker Shop, The             | 79         |
| BMW Marine Repower          | S2     | Cruising World Yachts          | 11      | O'Neill's                    | 18,19   | Stanford University             | .4         |
| Boat Owners Assoc. of USA   | 86     | D'Anna Sailing Co.             | .65     | Pacific Delta Insurance      | 38      | Starbuck Canvas Works           | 50         |
| Boater's Friend             | 157    | Dan's Diving                   | .43     | Pacific States Yachts, Inc   | 28      | Stevens Yachts                  | 39         |
| Boaters Supply              | .12    | Dickerson, R.E., Insurance     | .74     | Palo Alto Harbor Association | 46      | Stockdale Marine & Nav Ctr      | 71         |
| Chris Bock Instruments      | .76    | Dorlon                         | .27     | Paradise Cay                 | 83      | Sutter Sails                    | 59         |
| Boy Scouts of America       | .88    | Downwind Designs               | .171    | Hogin Sails                  | .69     | Svendsen's Boat Works           | 114,115    |
| Brisbane Marina             | 24     | E&B Marine                     | .75     | Holland & Lange, Inc.        | .48     | System Three Resins             | .45        |
| George E. Butler Co.        | 20     | Edgewater Yacht Sales          | 205     | Hopwood Yachts USA           | 13      | Tatoosh Marine                  | 44         |
| C & G Marine                | .70    | Edinger Marine                 | 61,157  | Horizon Charters             | .82     | Tedrick-Higbee Insurance        | 38         |
| CCE, Inc. Yacht Lines       | 171    | Electro-Nav                    | .78     | Horizon Sails                | .33     | Bob Tefft Cruising Center       | 205        |
| Cal-Coast                   | 86     | Eriksson Spars                 | .46     | Hulse-Chrisman Spars         | .81     | Tradewind Instruments Ltd.      | 47         |
| Cal-Marine Electronics      | S3     | Fleckser & Assoc. Insurance    | 171     | Inter-mark                   | .56     | TransPak Insurance              | 10         |
| California Maritime Academy | 102    | Foredeck, The                  | .60     | Peter Jones Yacht Brokerage  | 205     | U.S. Naval Sea Cadet Corps      | 158        |
|                             |        |                                |         | Jack London Marina           | .150    | Voyager Marine                  | 40,62      |
|                             |        |                                |         | Ladd's Stockton Yacht Sales  | .50     | Walnut Creek Honda              | 68         |
|                             |        |                                |         | Lampe & Martin Yachts, Ltd.  | .46     | Wayne Marine                    | 201        |
|                             |        |                                |         | Leading Edge Sails           | .61     | Richards & van Heeckeren        | 3          |
|                             |        |                                |         | Lionheart Yacht Sales        | .133    | Sail Plus Power                 | .70        |
|                             |        |                                |         | Maloney & Nelson —           |         | Railmakers                      | .150       |
|                             |        |                                |         | Stolen Boat                  | .74     | Richmond Boat Works             | .92        |
|                             |        |                                |         | Marander Glass Boutique      | .150    | Richmond Yacht Service          | .80        |
|                             |        |                                |         | Maritime Electronics         | .32     | San Francisco Cruising Ctr      | .42        |
|                             |        |                                |         | Marin Custom Boat Repair     | .150    | San Francisco Yacht Service     | .150       |
|                             |        |                                |         | Marin Marine                 | .60     | Sanford Wood                    | 35,132,171 |
|                             |        |                                |         | Marin Yacht Sales            | .58     | Santa Fe Yacht Sales            | .80        |
|                             |        |                                |         | Marina Bay                   | .84,85  | Sausalito Marine Salvage        | .82        |
|                             |        |                                |         | Marina Village               | .23     | Sausalito Rigging & Electronics | .63        |
|                             |        |                                |         | Marine Electrical Service    | .50     | Sausalito Sailing Club          | .75        |
|                             |        |                                |         | Marine Engineering           | .82     | Scanmar Marine Products         | .67        |
|                             |        |                                |         | Marine Marketplace           | .60     | Seabird Sailing School          | .76        |

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| 37' Californian Trawler, '72.....    | 79,900        |
| 37' Silverton, '81.....              | 99,995        |
| 36' Trojan, '79.....                 | 89,000        |
| 36' Carver, aft cabin, '82.....      | 105,000       |
| 36' Carver, '83.....                 | 126,697       |
| 36' Chris Constellation, '60.....    | 31,500        |
| 36' Forbes Houseboat, '78.....       | 139,000       |
| 36' Gibson Houseboat, '80.....       | 46,000        |
| 36' Grand Banks Trawler, '70.....    | 75,000        |
| 36' Willard Trawler, '70.....        | 68,500        |
| 35' Pacific Sport Fisher, '68.....   | 39,500        |
| ★ 34' California, '83.....           | 87,586        |
| 34' Executive F/B Sedan, '77.....    | 62,500        |
| 34' Mainship, '78.....               | 64,000        |
| ★ 34' Silverton, (2)'83.....         | 2 from 69,950 |
| 33' Luhrs, '67.....                  | 35,590        |
| 33' Carver, '76&'80.....             | 2 from 36,000 |
| 32' Trojan, '79.....                 | 62,500        |
| 32' Luhrs F/B Sedan, '70.....        | 35,000        |
| 32' Luhrs, '72.....                  | 49,500        |
| 31' Tollycraft, '63.....             | 19,950        |
| 31' Wellcraft SunCruiser, '81.....   | 77,900        |
| 31' Silverton F/B Sedan, '80.....    | 49,000        |
| 31' Cruise-A-Home, '78.....          | 40,000        |
| 30' Tollycraft, '72.....             | 35,950        |
| 28' Cigarette, '71.....              | 24,500        |
| ★ 9' Meter Trojan, '83.....          | 100,140       |
| 28' Trojan Cruiser, '68.....         | 13,500        |
| 27' Chris Cavalier, '66.....         | 8,250         |
| 26' Fiberform, '77.....              | 19,500        |
| 25' Albin, '75.....                  | 26,000        |
| 23' Wellcraft, '80.....              | 19,500        |
| ★ 22' Romany Express, '71.....       | 16,500        |
| 21' Century, '68.....                | 17,200        |
| COMMERCIAL FISHING BOATS             |               |
| 42' Sunnfjord, '80.....              | 189,500       |
| 40' LCVP Converted, '45.....         | 25,000        |
| 22' Reinell, '75.....                | 19,000        |

OPEN 'TIL 7 P.M. TUESDAYS & THURSDAYS

★ AT OUR DOCKS

**Cruising Associates**  
YACHT SALES

2390 SHELTER ISLAND DR., SAN DIEGO 92106  
(619) 223-5695

29' NORTH ATLANTIC ... "Jester" type racer/cruiser Hassler/Primrose design, Lugsail, spruce mast, Volvo MD 7A, cruise equipped, Bristol ..... \$65,000/offers  
 32' WESTSAIL ... One owner boat with extensive cruising equipment, windvane, coldplate, Honda generator ..... \$56,000  
 33' TARTAN ... 1981, Sheel keel, racer/cruiser in better than new condition, professionally maintained, one owner ..... \$68,000  
 37' TAYANA ... One owner, US rigging, pedestal microwave, Magna cold ref/freezer, LPG, dodger, & canvas protectors for teak, owner anxious, reduced to ..... \$85,000  
 38' HANS CHRISTIAN ... Well-equipped, professionally maintained cruiser, all US wiring and plumbing ..... \$108,000  
 39' PILOTHOUSE HANS CHRISTIAN ... Come in out of the cold! and sail in comfort, full cruising gear, owner wants offers ..... \$149,500  
 46' BREWER PILOTHOUSE SEA STAR ... Back from the Canal and ready to go again, radar, SatNav, generator, & much more. \$169,500

27' Cape Dory ..... \$37,500      29' Buccaneer 295 ..... \$29,000  
 30' S-2 Ctr Cockpit ..... 66,000      38' DownEast \*Seattle ..... 98,000  
 31' Mariner ..... 47,500      41' CT Ketch ..... 99,500  
 35' Alberg (2) ...from ..... 42,000      41' Cstm Gaff Ketch ..... 128,500  
**SOUTHERN CALIFORNIA DEALER FOR CAPE DORY YACHTS**



**Sea Star**

**SAN FRANCISCO BAY  
BOAT BROKERS**  
**SAUSALITO, CA (415) 332-8794**

|     |                                     |      |            |
|-----|-------------------------------------|------|------------|
| 22' | Falmouth cutter                     | 1979 | 33,500.00  |
| 24' | Bristol                             | 1967 | 10,500.00  |
| 24' | Islander Bahama                     | 1967 | 6,000.00   |
| 27' | Albin Vega                          | 1976 | 22,500.00  |
| 28' | Triton                              | 1963 | 20,000.00  |
| 29' | Cal 2-29                            | 1963 | 31,500.00  |
| 30' | O'Day                               | 1978 | 42,000.00  |
| 30' | Alberg/Whitby                       | 1968 | 31,500.00  |
| 31' | Cheoy Lee Offshore                  | 1967 | 39,000.00  |
| 34' | Cal 34                              | 1968 | 34,500.00  |
| 35' | Fantasia                            | 1979 | 84,000.00  |
| 38' | Ingrid Ketch                        | 1977 | 88,000.00  |
| 40' | Cheoy Lee Midshipman Ketch          | 1975 | 100,000.00 |
| 41' | Gulfstar, Cntr Cockpit Sloop        | 1974 | 81,000.00  |
| 45' | Fiji 45 MkII ketch                  | 1977 | 225,000.00 |
| 25' | Fleur Blue No. 31                   | 1961 | 9,000.00   |
| 29' | Auxiliary sloop                     | 1962 | 15,000.00  |
| 34' | Cutter "Grampa", Master Mariner     |      | 6,500.00   |
| 35' | Roberts 35 Steel Cutter             | 1982 | 39,000.00  |
| 36' | Gilmer Auxiliary Ketch              | 1979 | 109,900.00 |
| 38' | Farallone Clipper                   | 1950 | 36,500.00  |
| 40' | Sparkman & Stephens Bermuda Yawl    | 1953 | 120,000.00 |
| 40' | Kettenburg K-40                     | 1961 | 42,500.00  |
| 45' | N.Z. Cstm World Cruising Ketch      | 1974 | 124,950.00 |
| 50' | Lapworth/Cheoy Lee Sloop            | 1962 | 79,500.00  |
| 24' | Sea Ray and trailer                 | 1978 | 22,500.00  |
| 24' | Reinell                             | 1978 | 15,500.00  |
| 30' | Pacemaker Sportfisher               | 1965 | 14,500.00  |
| 38' | Pacemaker Sportfisher               | 1965 | 39,995.00  |
| 38' | Fellows & Stewart dbl cabin cruiser | 1931 | 12,000.00  |
| 65' | MV (Comm. Fish/Charter) F/C         | 1978 | 300,000.00 |

"... THERE IS NOTHING — ABSOLUTELY NOTHING — HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."

**WHALE POINT  
YACHT SALES**



**Morgan Out Island 41' Ketch  
"Sugar Bear"**

**1973 Ketch, Fiberglass Diesel with Generator.** VHF/FM, SeaLab 900, Telco Coinguide, EMS log & windspeed, Datamarine sounder, AM/FM stereo, 30 band FRG-7 receiver, Decca Super 050 radar, 2 Narco EPIRB's, EMZ 502 SatNav auto., AMS autopilot, Montgomery Sailing Dinghy with 2 h.p. motor, Elliot 8-man life raft, rolling reefing, Barlow winches, plus much more.

**Sugar Bear** just returned from Tokyo — one of the many ocean passages she has completed — you too can do it. \$105,000  
Asking \$95,000

**SELECTED BROKERAGE  
SAIL**

|                      |                              |         |
|----------------------|------------------------------|---------|
| 20' CAL              | North sails, Barients        | \$4,900 |
| 22' TANZER           | very clean                   | Offer   |
| 24' MOORE            | with trailer                 | Inquire |
| 36' NEREIA ketch     | diesel & loaded, ready to go | 60,000  |
| 37' HERITAGE         | Volvo diesel, Mitchell sails | 72,500  |
| 39' CAL              | VHF, SSB, log, new paint     | 65,000  |
| 41' MORGAN OUTISLAND | ketch just in!               | 100,000 |

**POWER**

|                    |                  |           |
|--------------------|------------------|-----------|
| 30' CHRIS SEA SKIF | twin V8s         | try 6,000 |
| 48' CHRIS          | twins and loaded | 72,000    |
| 65' AVR            | converted        | 40,000    |

**QUALITY LISTINGS WANTED  
GLEN SOMMER BROKER**

Particulars are believed to be correct, but are not guaranteed.  
Subject to prior sale, or withdrawal without notice.

**110 W. Cutting Blvd., Pt. Richmond, CA 94804  
(415) 237-0635**

# BOB TEFFT CRUISING

415-332-3690



2829 BRIDGEWAY, SUITE 201, SAUSALITO, CA 94965

## SELECTED LISTINGS

|  |          |
|--|----------|
| 32' DeFever sloop, 1963, new diesel, So. Pacific veteran.....    | \$32,000 |
| 32' Contessa sloop, 1976, Monitor vane, great sailer.....        | 42,000   |
| 34' Islander cruising sloop, 1980, vane, Hawall vet.....         | 53,000   |
| 34' Custom cruising sloop, 1957, excellent in every way.....     | 34,000   |
| 35' Garden ketch, 1964, recently upgraded, nice.....             | 42,500   |
| 36' Hans Christian, 1977, lots of cruising gear, clean.....      | 94,900   |
| 36' Danish pilothouse ketch, just arrived from a cruise.....     | 39,000   |
| 37' Gulfstar sloop, 1977, long waterline, good gear.....         | 79,500   |
| 38' Bluewater Ingrids, 1 85% done, 1 ready to go from.....       | 57,500   |
| 40' Stadel custom ketch, recently returned from Mexico.....      | 69,500   |
| 40' English Custom cruising sloop, Arles, other good gear.....   | 59,500   |
| 42' Alden Off Soundings cutter, updated recently, low price..... | 45,000   |
| 42' Whitby Brewer ketch, 1975, vane, AP, VHF, SSB, clean.....    | 125,000  |
| 42' Westsails, 1 w/beautiful custom interior, 1 loaded from..... | 139,000  |
| 45' Atkln/Triton Yachts cutter, too beautiful to describe.....   | 185,000  |
| 45' Buchanan/DeVries steel cruising sloop, excellent.....        | 130,000  |
| 45' Herreshoff Mobjack, custom New Zealand FG beauty, 1976.....  | 160,000  |
| 45' Burns custom aft cabin ketch, 1974, cruised extensively..... | 124,950  |
| 50' Kettenburg sloop, 1963, good gear, recently updated.....     | 82,500   |
| 54' Skallerud steel ketch, 1963, excellent in every way.....     | 275,000  |

## SPECIALIZING IN OFFSHORE CRUISING BOATS

Over 100 Listings

Particulars are believed to be correct but are not guaranteed; subject to price change, prior sale or withdrawal without notice.



Insurance

# KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor, 557 Francisco Blvd.  
San Rafael, CA 94901 (415) 456-1860

## — WOOD —

|   |               |
|---|---------------|
| 23' Flush deck sloop, cruise rigged.....                          | \$ 7,500      |
| 24' Cox sloop, cruise equipped, fireplace.....                    | 11,750        |
| 25' Roberts sloop, cold molded, brand new.....                    | 23,000        |
| 25' Vertue sloop, Laurent Giles-design, new rig.....              | 2 from 24,000 |
| 26' Thunderbird, 9½ h.p. Evinrude, spinnaker.....                 | 3,500         |
| 30' Knarr Sloop.....  | 7,500         |
| 30' Pilothouse sloop, Swedish-built double-ender.....             | 30,000        |
| 31' Cruising sloop.....   | 21,500        |
| 33' Alden sloop.....  | 35,000        |
| 35' Mariner ketch, diesel, equipped.....                          | 35,000        |
| 36' Ketch w/wheelhouse, dsl, cruise equiped, just back S.Pac..... | 39,000        |
| 36' Alden yawl, totally restored.....                             | 60,000        |
| 36' Angleman ketch, diesel.....                                   | 60,000        |
| 40' Concordia Motorsailer, gorgeous.....                          | 39,500        |
| 40' Gauntlet Bermudian Cutter, Fastnet veteran.....               | 69,500        |
| 42' Wishbone ketch, ferro-cement, Hawaii vet.....                 | 55,000        |
| 46' Custom Garden ketch, superb.....                              | 125,000       |
| 46' Alden cutter, bristol.....                                    | 48,500        |

## — FIBERGLASS —

|  |                |
|--|----------------|
| 20' "Flicka" sloop, inboard diesel.....                | .25,000        |
| 21' Clipper sloop.....                                 | Offers         |
| 24' Islander Bahama sloop.....                         | 7,500          |
| 26' Pierson sloop.....                                 | 18,500         |
| 26' Balboa 26 with trailer.....                        | .2 from 12,500 |
| 27' Bandholm Sloop, inboard.....                       | Offers         |
| 29' Cal 2-29 sloop, ready to cruise, beaut. cond.....  | 32,000         |
| 30' Rawson, 1976, diesel.....                          | 24,950         |
| 30' Catalina 30, 1978, wheel steering, very clean..... | 33,000         |
| 35' Coronado, well equipped.....                       | 44,000         |
| 39' Freya, kit w/diesel, unfinished.....               | 25,000         |

Many Other Listings of Quality Boats Available

# EDGEWATER YACHT SALES, INC.

1306 BRIDGEWAY SAUSALITO, CALIFORNIA 94965  
(415) 332-2060

## SAIL — PARTIAL LIST

|  |               |
|--|---------------|
| 18' PACIFIC CAT, with trailer, very low at.....            | 1,150         |
| 18' SOL CAT w/trlr, just refinished .....                  | 1,950         |
| 21' VENTURE, with trailer.....                             | try 3,500     |
| 22' SANTANA .....  | 6,000         |
| 24' CAL 2-24, full race .....                              | try 6,000     |
| 24' GLADIATOR, full keel .....                             | 5,300         |
| 24' ERICSON w/trlr .....                                   | 16,500        |
| 24' COLUMBIA, full keel.....                               | 6,500         |
| 25' SEXTANT, 20 h.p. inboard .....                         | try 7,000     |
| 25' NORTHSTAR ¼ tonner, full race .....                    | 16,500        |
| 25' LANCER 1979, well equipped .....                       | try 6,600     |
| 26' BALBOA, w/trlr, cruise equipped .....                  | 10,000        |
| 27' NEWPORT sloop, inb eng — repo .....                    | try 10,000    |
| 28' ISLANDER — Volvo diesel .....                          | 34,500        |
| 30' ISLANDER MKII, Volvo diesel, loaded .....              | 29,900        |
| 30' FISHER PILOTHOUSE cutter, bristol .....                | 63,500        |
| 30' VEGA horizon motorsailer .....                         | 34,000        |
| 30' BANFORD d.e. cruising cutter .....                     | 19,500        |
| 34' TRUE NORTH cutter, 1980, full cruise .....             | 61,000        |
| 35' ERICSON MKI full keel, A-I .....                       | try 30,000    |
| 35' GARDEN MARINEER — like new, will trade .....           | 42,500        |
| 36' ISLANDER '74 — full cruise equipped .....              | 58,500        |
| 38' FARALLON CLIPPER — diesel, bristol .....               | 46,000        |
| 40' STADEL KETCH — diesel cruising yacht .....             | 69,000        |
| 41' MORGAN OUT-ISLAND — estate sail .....                  | try 75,000    |
| 41' GULFSTAR — center cockpit, aft cabin, will trade ..... | 81,000        |
| 43' R CLASS sloop, classic .....                           | asking 29,500 |
| 50' GARDEN PORPOISE ketch, cement, A-I .....               | 29,500        |

WE ALSO HAVE BOOKS FULL OF  
POWER BOAT LISTINGS OF ALL TYPES

# PETER JONES YACHT BROKERAGE

(415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

|  |           |
|--|-----------|
| 45' FUJI KETCH '77. Beautiful totally equipped world cruiser.....    | \$225,000 |
| 40' MARINER KETCH. SatNav, auto, dinghy, Barients, etc., etc.....    | 66,500    |
| 38' POWER CRUISER '44. 60 hp diesel. Excellent liveaboard.....       | 22,500    |
| 37' ENDEAVOUR SLOOP '82. New boat in excellent shape.....            | 89,500    |
| 36' ISLANDER '78. Very clean, Barients, CNG, diesel.....             | 74,500    |
| 36' ELDREDGE-McGINNIS YAWL. New diesel, Virgin Islands.....          | INQUIRE   |
| 36' HUNTER '80. Yanmar diesel, good gear, very clean.....            | 59,900    |
| 35' CHEOY LEE '38. Classic teak sloop, excellent shape.....          | 35,000    |
| 33' TARTAN TEN '79. All Barients. Ready to race.....                 | 32,000    |
| 32' LAPWORTH SLOOP '60. Strip-planked mahog., clean & fast.....      | 29,500    |
| 32' ARIES '77. Comfortable cruising boat. Diesel, VHF, etc.....      | 45,000    |
| 30' NORTHSTAR 1000 '73. S&S design. Nice shape.....                  | 29,500    |
| 30' ENGLISH SLOOP '69. Singlehander, vane, Avon, diesel & more ..    | OFFER     |
| 30' OLSON '79. 9 sails and outboard.....                             | 22,900    |
| 30' PEARSON '79. Atomic 4, VHF, clean.....                           | 32,500    |
| 29' CAL 2-29 '74. 8 BArents, race equipped, dsl., VHF.....           | 29,900    |
| 29' BALISTIC CRUISER '61. Danish pocket cruiser, good gear ..        | OFFER     |
| 28' PLUS ERICSON '82. Diesel, North sails, combi, like new ..        | OFFER     |
| 28' ELDREDGE-McGINNIS SLOOP '59. Lots of gear, excellent condition   | 22,500    |
| 28' ISLANDER '77. Race equipped w/halyards back, Volvo dsl & more .. | OFFER     |
| 27' SANTANA '67. Race equipped, VHF, Hondo o.b.....                  | 16,500    |
| 27' O'DAY '76. Diesel, RDF, VHF & depth, clean .....                 | 22,500    |
| 27' ALBIN VEGA '76. Dodger, 5 sails, diesel, very clean .....        | 22,500    |
| 26' COLUMBIA '71. Clean, and roomy. Johnson o.b.....                 | 12,500    |
| 26' ERICSON '67. Very clean Crealock designed sloop .....            | OFFER     |
| 25' KIRBY SLOOP '79. Well equipped by Laser designer .....           | 17,500    |
| 24' GLADIATOR '68. North sails, o.b., original owner .....           | 6,800     |
| 24' COLUMBIA CHALLENGER '63.....                                     | 6,500     |
| 24' NIGHTINGALE '72. By Wylie. 7 sails & outboard, clean .....       | 13,000    |
| 24' MOORE '79. North sails .....                                     | 18,500    |
| 22' WAYFARER '75. Daysailer with Sausalito berth. Good 1st boat ..   | 5,500     |
| 22' SANTANA '68. Johnson outboard, 3 sails .....                     | 5,800     |
| 20' CAL '63. Nice condition, new paint .....                         | 5,500     |

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration and the inevitable bizarre Snafu, please call and list your boat.

DEALERS FOR:

FORCE 50  
SEA WOLF 44  
ROBERTS 45  
PETERSON 34

# SKIPPERS

YACHT  
SALES

HF 50  
HF 50



50' FORCE 50. New center cockpit ketch, berthing for 8 includes queensize aft cabin, ultra-luxury, unbelievably priced in mid-130's sailaway; pilothouse also avail. Inquire. (*Sistership*). May Be Seen At Our Docks.



CAL 30, 1965. Extremely clean. \$29,500/offers.

|                                 |               |
|---------------------------------|---------------|
| 16' NEWPORT                     | \$2,900       |
| 20' MARIEHOLM                   | 14,000        |
| 22' SANTANA                     | 5,700         |
| 23' SAN JUAN                    | 13,500        |
| 23' COX                         | 11,500        |
| 23' RANGER                      | 13,600        |
| 23' BEAR                        | 12,500        |
| 24' EMERSON                     | 4,200         |
| 24' CAL 2-24                    | 5,950         |
| 24' PEARSON AREO 24             | 5,500         |
| 24' WINDWARD Sloop              | 8,900         |
| 24' NEPTUNE 24K, 1980           | 21,000        |
| 24' ISLANDER BAHAMA             | 2 from 5,900  |
| 25' O'DAY                       | 21,000        |
| 25' NORTHSTAR 500               | 18,000        |
| 25' CAL                         | 10,000        |
| 25' SANTANA 525                 | 2 from 13,000 |
| 25' BAHAMA 25, McGlasson-design | 2 from 15,500 |
| 25' NICHOLS SeaHorse yawl       | 7,500         |
| 25' CHEOY LEE                   | 2 from 9,500  |
| 25' CHEOY LEE CLIPPER           | 2 from 15,500 |
| 25' CORONADO                    | 3 from 9,200  |
| 25' NORDIC FOLKBOAT             | 2 from 5,400  |
| 25' SEILDMANN sloop             | 20,900        |
| 25' TANZER 7.5                  | 10,500        |
| 25' PETERSON 2-25 full race     | 13,000        |
| 25' FOLKBOAT-BORRESON           | 10,000        |
| 25'6" FRIENDSHIP SCHOONER       | 2 from 25,000 |
| 26' CLIPPER MARINE              | 10,500        |
| 26' CONTESSA                    | 23,500        |
| 26' HOLLAND                     | 8,000         |



CATALINA 30. \$38,500.



42' FORMOSA. Clean, diesel. \$69,000.

|                                    |               |
|------------------------------------|---------------|
| 26' COLUMBIA 26                    | 3 from 11,000 |
| 26' INTERNATIONAL FOLKBOAT         | 27,000        |
| 26' BAHAMA                         | 16,500        |
| 26' PEARSON ARIEL                  | 13,000        |
| 26' RANGER gaff rlg                | 16,300        |
| 26' S-2 aft cockpit sloop          | 20,000        |
| 27' CORONADO                       | 16,000        |
| 27' MORGAN                         | 25,000        |
| 27' TARTAN                         | 18,500        |
| 27' CAL 2-27                       | 25,950        |
| 28' COLUMBIA                       | 14,900        |
| 28' NICHOLS BUCCANEER              | 2 from 9,995  |
| 28' LANCER SLOOP                   | 19,500        |
| 29' DRAGON                         | 2,995         |
| 29' FARALLON                       | 38,500        |
| 29' COLUMBIA MARK II               | 23,900        |
| 29' RANGER diesel                  | 33,950        |
| 30' KNARR                          | 4,725         |
| 30' ISLANDER BAHAMA                | 39,900        |
| 30' ISLANDER MKII                  | 28,000        |
| 30' ISLANDER                       | 22,500        |
| 30' CATALINA                       | 2 from 33,000 |
| 30' CLIPPER MARINE                 | 4 from 14,000 |
| 30' CAL, '65, extremely clean      | 29,500/offer  |
| 30' SCAMPI 30 MKIV dsl aux. s/p    | 49,500        |
| 30' AMERICAN sloop, Nichols design | 16,500        |
| 31' GOLDEN HIND                    | 35,000        |
| 31' PIVER                          | 16,500        |
| 32' ERICSON                        | 32,950        |
| 32' TRAVELLER                      | 69,900        |
| 32' ISLANDER                       | 34,500        |

OUR NEW OFFICE NOW OPEN IN VALLEJO 7 Harbor Way, Vallejo (707) 554-0707

MANY MORE LISTINGS ON FILE — BERTHING AVAILABLE FOR ALL BOATS

1535 Buena Vista Ave., Alameda  
No. 12 Marina Blvd., Pittsburg  
3424 Via Oporto, Newport Beach

(415) 522-6500

(415) 432-8722

(714) 673-5200

|                               |                  |
|-------------------------------|------------------|
| 20' CAL                       | SOFFERS          |
| 21' ISLANDER                  | 4,600            |
| 21' WILDERNESS                | 15,500           |
| 23' MAYA                      | 6,750            |
| 23' ERICSON                   | 2 from 7,000     |
| 23' BEAR                      | OFFERS           |
| 24' J.                        | 14,900           |
| 24' NORTHSTAR 727             | 17,500           |
| 24' COL CHALLENGER            | 6,000            |
| 24' SAMOURI                   | 12,500           |
| 24' NIGHTINGALE               | 2 from 14,500    |
| 25' DAVIDSON                  | 25,000           |
| 25' SANTANA                   | 2 from 12,500    |
| 25' PACIFIC CLIPPER           | 13,000           |
| 25' NORTHSTAR 500             | 16,239.05        |
| 25' GAFF SLOOP                | 35,000           |
| 25' KILLER WHALE              | 11,000           |
| 25' PETERSON                  | 2 from 15,500    |
| 25' CORONADO                  | 2 from 8,500     |
| 26' COLUMBIA                  | 12,500           |
| 26' RANGER                    | 14,000           |
| 27' ERICSON                   | 29,500           |
| 27' EXPRESS (CUSTOM)          | 30,000           |
| 27' SANTA CRUZ                | 2 from 20,000    |
| 27' CAL T/2                   | 19,000           |
| 27' MULL CUSTOM               | 2 from 16,000    |
| 27' CATALINA                  | 19,500           |
| 27' ENGLISH SLOOP             | 26,000           |
| 28' COLUMBIA                  | 2 from 15,000    |
| 28' TRITON                    | 2 from 20,000    |
| 28' WYLIE 1/2 TON             | 27,000           |
| 29' HERRESHOFF H-28           | 19,000           |
| 29' RANGER                    | 31,950           |
| 29' CAL                       | 2 from 28,500    |
| 29' BUCCANEER                 | 36,000           |
| 30' CORONADO                  | 32,000           |
| 30' MORC SLOOP                | 45,900           |
| 30' ERICSON                   | 27,000           |
| 30' ETCHELLS 22               | 15,500           |
| 30' OLSON                     | 19,750           |
| 30' SAN JUAN                  | 26,500           |
| 30' SANTANA                   | 35,000           |
| 30' WYLIE 3/4 TON             | 40,000           |
| 30' IRWIN                     | 45,000           |
| 30' PEARSON                   | 31,000           |
| 30' ALBERG                    | 33,000           |
| 30' BURNS 1/2 TON             | 39,500           |
| 30' ISLANDER MKII             | 3 from 28,000    |
| 30' RAWSON                    | 3 from 29,000    |
| 30' FARR                      | 39,000           |
| 31' PETERSON 1/2 TON          | OFFERS           |
| 31' WHITING DESIGN            | 18,900           |
| 31' CHEOY LEE OFFSHORE        | 39,000           |
| 32' ERICSON                   | 35,500           |
| 32' NANTUCKET                 | 46,500           |
| 33' CHEOY LEE                 | 52,500           |
| 33' SPAULDING SLOOP           | 17,995           |
| 33' TARTAN TEN                | 3 from 25,000    |
| 33' WYLIE                     | 75,000           |
| 34' ISLANDER                  | 53,000           |
| 34' PETERSON                  | 69,950           |
| 35' CORONADO                  | 44,000           |
| 35' FUJI KETCH                | 84,900           |
| 36' ISLANDER FREEPORT         | 132,000          |
| 36' J.                        | OFFERS           |
| 36' S-2 SLOOP                 | 2 from 70,000    |
| 36' ISLANDER                  | 2 from 59,900    |
| 36' HUNTER                    | 68,500           |
| 36' PILOTHOUSE KETCH          | 39,000           |
| 37' RAFIKI CUTTER             | 102,000          |
| 37' FISHER MKII               | 125,000          |
| 37' BALTIMORE                 | 135,000          |
| 38' FARALLONE CLIPPER         | 3 from 35,000    |
| 39' CAL                       | 2 from 77,000    |
| 40' MARINER KETCH             | 79,500           |
| 41' OFFSHORE CHEOY LEE        | 89,500           |
| 41' NORLIN                    | 94,000           |
| 42' CREALOCK KETCH            | 145,000          |
| 42' DUBOIS                    | 149,000          |
| 43' METER R BOAT              | 29,500           |
| 43' SWAN                      | 129,000          |
| 45' COLUMBIA MOTORSAILER      | 109,500          |
| 45' DOWNEAST                  | 135,000          |
| 45' FUJI                      | 225,000          |
| 45' DAVIDSON CUSTOM           | 235,000          |
| 47' VAGABOND KETCH            | 150,000          |
| 47' OLYMPIC KETCH             | 134,500          |
| 50' SANTA CRUZ                | 200,000          |
| 56' MOTORCUTTER "LUCIA"       | 230,000 (OFFERS) |
| 60' MARCONI SLOOP             | 99,000           |
| *SAN FRANCISCO BERTH INCLUDED |                  |

# Cityyachts

foot of Laguna St. San Francisco  
415 567-8880



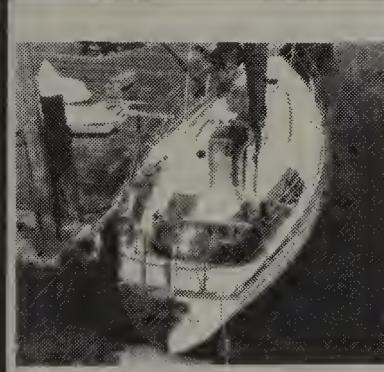
Cal 3-30. Excellent condition, owner very meticulous. 9 sails, Barent winches, hydraulic backstay. Make us an offer.



Esprit 37. Bob Perry-design, built in U.S. 1979, rod rigging, dsl, lots of electronics, sails & safety gear, dinghy incl. \$119,00.



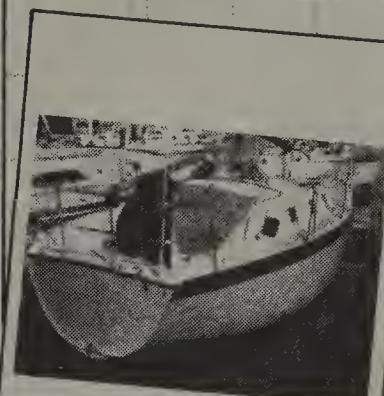
C&C 38. Has all the gear you'd ever need or want, looks fast just sitting at the dock, but has a comfy interior. Cheap at \$79,500.



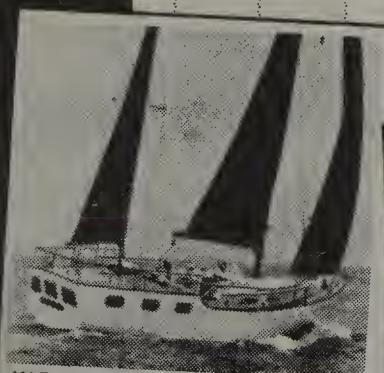
Centurion 32. Rare high quality cruising boat, good sails, diesel, shower, very elegant & comfortable. Only \$54,900.



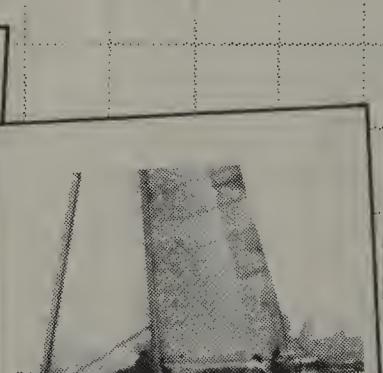
45' S&S Sloop. Impeccable quality & beauty, teak decks, superb inventory, recent survey. Seller very motivated & will consider trades, boats, real estate, etc. \$129,000.



28' Lancer. 1981, trailerable, super clean, inboard, wheel steering, 6'2" headroom, trailer, full electronics. Make us any offer.



40' Trintella ketch, veteran of 4 TransPacifc & 1 Atlantic crossings, but still looks like new. Outstanding cruising characteristics with a full range of sails, electronics, & toys. Call us for more info.



Rogers 39, "Seit Sheker". Frenk Stone winner, very fast, very fun, very competitive, very well equipped, very inexpensive, call for all the details.



C&C 40. Lots of custom features: 12 Barent winches, Loren, autopilot, refrigeration, teak deck. Great looking yacht with a hot seller who wants out!

Paul Kaplan, Christine Kaplan, Mary Jo Foote, Pam Eldredge, Hank Easom, Cindy Revel,  
Marcia Corbett, Charlie Corbett, Rollo D. Dog.

# BEWARE OF ILLUSIONS

There is a big difference between solid gold and gold plated. Total quality throughout should be your focal point, not superficial trim. Nordic has established a reputation as America's quality boat builder and here are some examples of how:

## NORDIC 40 & 44

External lead keel — standard  
Solid teak & holly sole — standard  
Stainless steel water tanks — standard  
Separate one-piece fiberglass stall shower  
Aluminum fuel tanks — standard  
Automatic battery charger — standard  
Anchor with rode & chain — standard  
Mooring lines and fenders — standard  
Navtec hydraulic backstay and boom vang —  
standard  
Rod rigging — standard  
All drawers hung on rollers — standard  
Fully insulated hull — standard  
Sealed and vented battery box — standard  
Keel stepped mast with taper — standard  
Three bilge pumps — standard  
Hood roller furling — standard  
All winches oversize and self-tailing  
standard  
Man overboard pole, two rings, and light —  
standard  
Eight adult lifejackets with whistles —

## "ILLUSION" 40,44 & 47

Internal Iron or lead  
usually veneer  
Fiberglass  
Usually painted plywood  
Black iron  
Optional  
Optional  
Optional  
Optional  
Optional  
Cable  
Friction type  
None  
None  
Optional  
Usually one  
Optional  
Optional  
Optional  
Optional  
Optional

We feel these are important comparisons and would like to share our knowledge with you. If you are in the market for a 37-ft to 47-ft boat, we would like to talk with you and explain these differences and tell you more.

*City Yachts*

Foot of Laguna Street  
San Francisco, California 94123

(415) 567-8880

Dealers for:  
**NORDIC 40 and 44**  
and  
**BALTIC 37 thru 80**